1868

THE LIBRARY
OF
THE UNIVERSITY
OF CALIFORNIA
LOS ANGELES

NAVAL CHRONICLE.

VOL. XI.

J. Lee

Published 30 June 1804, by J. Gold, Shoe Lane.

Digitized by the Internet Archive
in 2007 with funding from
Microsoft Corporation

http://www.archive.org/details/navalchronicleco11londiala

THE

Naval Chronicle,

FOR 1804:

CONTAINING A

GENERAL AND BIOGRAPHICAL HISTORY

OF

THE ROYAL NAVY

OF THE

UNITED KINGDOM;

WITH A

VARIETY OF ORIGINAL PAPERS

ON

NAUTICAL SUBJECTS:

UNDER THE GUIDANCE OF SEVERAL

LITERARY AND PROFESSIONAL MEN.

VOLUME THE ELEVENTH.

(*FROM JANUARY TO JULY.*)

In Native Vigour bold, by Freedom led,
No path of Honour have they fail'd to tread:
But whilst they wisely plan, and bravely dare,
Their own Achievements are their latest care.

HAYLEY.

London:

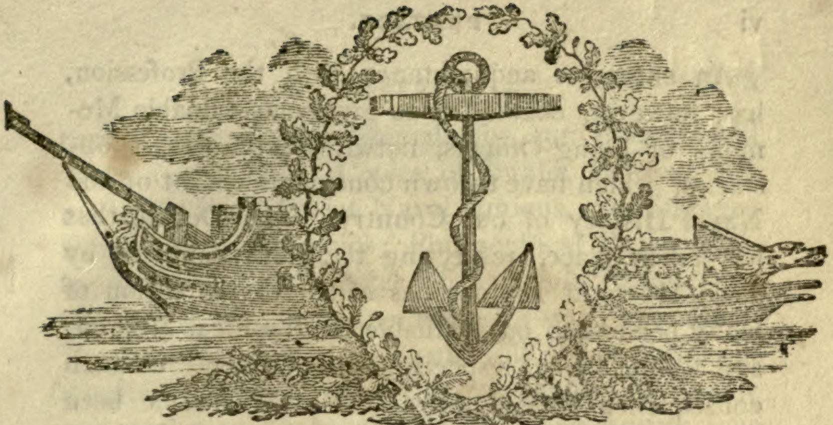
PRINTED AND PUBLISHED BY I. GOLD, SHOE-LANE.

And sold by Messrs. LONGMAN and Co., Messrs. ROBINSONS, Mr. SYMONDS, and Mr. WALKER, Paternoster Row; Mr. WHITE, Fleet-street; Messrs. VERNOR and HOOD, Poultry; Mr. ASPERNE, and Messrs. RICHARDSON, Cornhill; Messrs. A. and J. BLACKS and H. PARRY, Leadenhall-street; Messrs. CROSBY and Co., Stationers' Hall Court; Mr. OSTELL, and Mr. LAW, Avemaria-lane; Mr. MOTTLEY, Portsmouth; Mr. HAYDON, Plymouth; Messrs. NORTON and SON, Bristol; Messrs. MANNERS and MILLER, Mr. CREECH, and Mr. CONSTABLE, Edinburgh; Mr. ARCHER, Dublin; and the principal Booksellers in the different Seaport Towns throughout the United Kingdom.

MDCCCIV.

V
1
N221
V. 11

TO
THE RIGHT HONOURABLE THE
COMMISSIONERS FOR EXECUTING THE OFFICE OF
LORD HIGH ADMIRAL
OF THE
UNITED KINGDOM,
THE ELEVENTH VOLUME OF THE
Naval Chronicle,
IS, BY PERMISSION, INSCRIBED,
WITH THE MOST GRATEFUL RESPECT.



PREFACE

TO THE ELEVENTH VOLUME.

HAVING now reached our Eleventh Mile Stone, we may be allowed to sit down by it, amidst the fervid heat of the weather, for a few minutes, and reflect on our past and subsequent labours.

Of the different periodical works that have been established in this Island, none has appeared so difficult and arduous to the Editor, as the NAVAL CHRONICLE. Confined to one particular line, he is obliged to search for Variety, and Information, in a department where every avenue is guarded with a watchful and strange suspicion: The very appointments in the Profession, instead of being inserted in the Gazette, as is the case with the Army, are only given to the Public through the uncertain medium of a newspaper; or in the Monthly List, which the industry of the late Mr. Steele established. And when we add to this, the spirit of party and of jealousy which pervades the Profession, we may truly affirm, that we have sometimes sought for truth, "e'en at the cannon's mouth."

An extensive acquaintance with the Profession, has, however, enabled us to give some valuable Memoirs of living Officers, notwithstanding these obstacles, which have thrown considerable light on the Naval History of our Country. The Debate that has taken place, respecting the Ships captured by Lord HOOD at Toulon, has called the attention of many persons to our valuable Biographical Memoir, and Public Papers respecting that Officer. Of such consequence indeed have these MEMOIRS been deemed, that in an annual work entitled PUBLIC CHARACTERS, our Memoir of Sir Roger Curtis * was actually copied verbatim; and afterwards praised as an original work in one of the Reviews. The difficulty, however, to procure correct materials for these Memoirs is so great, that our readers must not imagine we are slumbering at our post, if every Number is not equally valuable. In the present Volume, the Lives of Vice-Admiral Sir John Orde, Bart., Admiral Caldwell, and Rear-Admiral Knight, will prove that our resources are not exhausted: and the arrangements we have lately made, will enable us, in our subsequent Volumes, to give our readers additional interest.

We have also made a valuable acquisition to this work, by the return of two Gentlemen, who were our earliest friends, and who have promised their occasional assistance. Our Engravings will also be enriched by some designs of an ingenious Pupil of Mr. Westall, Mr. BENNETT, and by an anonymous correspondent, F. W. We therefore are enabled to pursue our journey with additional spirits, and trust that those who have hitherto accompanied us, will find our Vessel does not labour, and that her ballast is stowed with some portion of professional skill.

The Communications we particularly wish to receive from our Correspondents, for the above-men-

---

* See NAVAL CHRONICLE, Vol. VI, page 261.

tioned reasons, are materials for our Biographical Memoirs; original Copies of Public Letters; Remarks on the different Naval Actions, and Engagements with single Ships; Philosophical Papers; Dimensions and Anecdotes of particular Ships; and the earliest Notice of Appointments and Promotions: Poetry, unless it is excellent, will not in future be admitted; and we take this opportunity to declare our resolution, that some of our correspondents, who are too bountiful in this respect, may not in future be disappointed or offended.

Our Frontispieces will now be devoted to such Works in Naval Sculpture, and Design, as do not come within the plan of our other Engravings; these will generally be given, with fidelity and accuracy, in a spirited Etching, or Outline, by Artists of repute; and we shall be obliged to any Correspondent who will assist us in this respect.

At the suggestion of an old Correspondent, we shall in future dedicate every Volume to some eminent Naval Officer: and we hope by this means, to be enabled in some degree to express our gratitude to our most zealous and early Patrons.

And now, Gentle Reader, having passed these few minutes together, let us leave our Eleventh Mile Stone, and proceed cordially on our journey. The Weather has lately been very stormy and dusty in the neighbourhood of the Admiralty; and the Bells in the Great Hall have lately rang, as if they had been electrified by all the Spectres of the North Countrie:

> " Horrida Tempestas Cœlum contraxit, et imbres
> Nivesque deducunt Jovem!
> Nunc mare, nunc silüæ
> Threicio Aquilone sonant: rapiamus, amici,
> Occasionem de die!"

PLATES IN VOLUME XI.

From Original Designs.

Plate — *Page*

CXLII. Portrait of Benjamin Caldwell, Esq. Admiral of the Blue Squadron. Engraved by Ridley, from an original Painting 1

CXLIII. An accurate View of Ostend. Engraved by Wells, from a Drawing made on the Spot by F. Gibson, Esq. F. S. A. 21

CXLIV. Portrait of the late Admiral Sir John Moore, Bart. K. B. Engraved by Ridley, from a Miniature in the Possession of the Rev. James Stanier Clarke, F.R.S., Domestic Chaplain to the Prince of Wales 113

CXLV. View of the Commissioner's House, in the Naval Yard, Halifax, Nova Scotia. Engraved by Wells from an original Drawing 141

CXLVI. Portrait of Sir John Orde, Bart. Vice-Admiral of the White Squadron. Engraved by Ridley, from an original Painting by Romney, R. A. 177

CXLVII. View of Dover Castle and the Town. Engraved by Wells 216

CXLVIII. Portrait of Sir John Colpoys, K. B. Admiral of the Blue Squadron. Engraved by Ridley, from an original Painting by Mather Brown 265

CXLIX. View of Spithead. Engraved by Chesham, from an original Drawing by Pocock 304

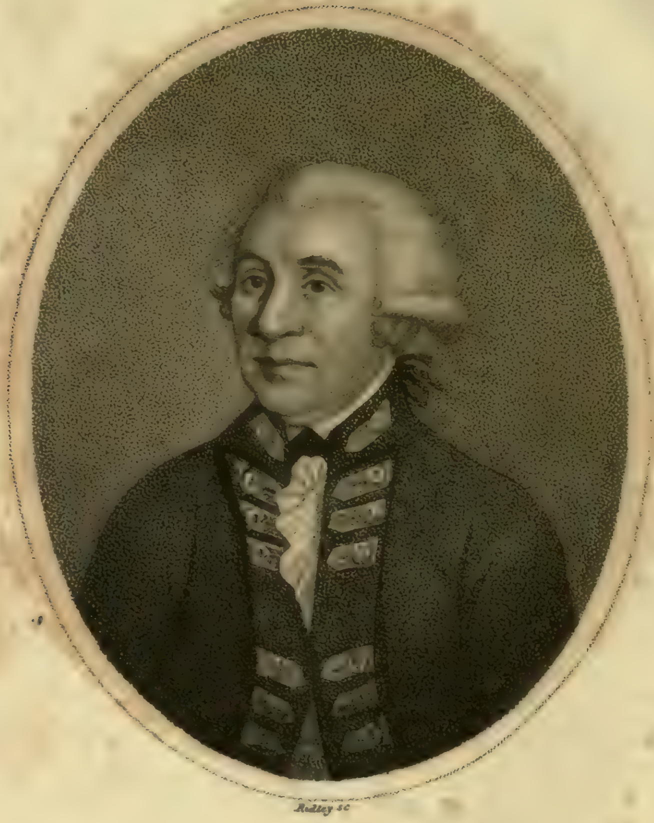
CL. Chart of the supposed Course of the Florida Stream 372

CLI. Portrait of the Right Honourable Samuel Lord Viscount Hood, Admiral of the White Squadron, and Governor of Greenwich Hospital. Engraved by Ridley, from an original Painting by Hickel 400

CLII. Portrait of Rear-Admiral Knight. Engraved by Ridley, from an original Drawing by Smart 425

CLIII. View of St. John's Harbour, Antigua. Engraved by Medland, from an original Drawing by Pocock 456

CLIV. Frontispiece to the Eleventh Volume: Being a correct Outline of the Monument lately erected in Westminster Abbey to the Memory of Captains Harvey and Hutt, of the Royal Navy. Engraved by Lee, from a Drawing by Bacon.



Ridley sc

BENJAMIN CALDWELL ESQR.

Admiral of the Blue Squadron.

Pub. 31. Jany. 1804. by I. Gold, 103, Shoe Lane Fleet St.

To careen a vessel is to lay her completely on her side, for the purpose of re-caulking and paying her bottom, as well as repairing all the parts of a vessel under the water-line. In careening a ship fire must not be spared, and the fuel generally employed consists in bundles of reeds. Fire is necessary for perfectly closing the seams, and discovering the imperfect parts. To finish the work, the bottom is suffered to cool, and then tallowed.

BIOGRAPHICAL MEMOIRS OF
BENJAMIN CALDWELL, Esq.
ADMIRAL OF THE BLUE SQUADRON.

Illustrious deeds the British annals grace,
Which Time's rude barbarous hands shall ne'er efface;
Illustrious deeds! that make an equal claim
To future glory and immortal fame.

Anon.

TO the generous mind, ever grateful is the task of recording the exploits of valour, of illustrating the actions of great men, of holding up to posterity a fair portraiture of that glorious conduct which may become the object of future emulation. The biographer who takes for his subject a British Naval Officer, can scarcely fail of finding his labours the labours of pleasure; for, so uniformly noble are the characters of our brave nautical protectors, that, in the words of our immortal poet, with the honest spirit of the historic Muse, we may exultingly exclaim, "They are all honourable men!" Admiral Caldwell, a faint outline of whose professional life we are now about to delineate, is not an exception from the general rule.

This esteemed Officer is the descendant of a respectable and ancient family, originally from Scotland. Some of its younger branches, however, as we learn from Craufurd's History of Renfrew, were in the army, and, going to Ireland at the time of the troubles in that country, they settled near Drogheda.

Mr. Caldwell, being destined for the naval service, went to the Royal Academy at Portsmouth in 1754. Having finished his nautical studies there, where he remained two years and a half, he went to sea, in the spring of 1756, in his Majesty's ship Isis, commanded by Capt. Edward Wheeler. In the Isis he remained, we believe, till the month of March 1759, when he was removed to the Namur, the flag-ship of that illustrious and revered Officer, Admiral Boscawen. This was a year which reflected high honour on the naval prowess of Britain.

It will be recollected, by many of our readers, that, at the end of the year 1758, Admiral Boscawen received the thanks of the House of Commons for the diligence and activity which he displayed in the Louisbourg expedition. On the 2d of February following, he experienced a distinguishing mark of royal favour, in being made a member of the Privy Council; and, a few weeks afterwards, he was honoured with a new appointment to the command of a fleet of fourteen sail of the line and two frigates, destined for the Mediterranean. The period of which we are writing was somewhat similar to the present. France had long threatened the invasion of England; but her threats terminated as we doubt not the present ludicrous menaces of Buonaparté will terminate, *in fumo*. The exertions of our naval force accomplished this fortunate event; our "*wooden walls*" were then our firm defenders; the tars of Britain have not degenerated; and, conscious of our superiority, in every sense of the word, we now look forward, with a confident hope, to the success of our arms, to the preservation of our independence, to the destruction of Corsican tyranny, and the ultimate salvation of Europe.

Admiral Boscawen sailed from St. Helens on the 14th of April, and proceeded towards Toulon, for the purpose of watching the motions of the French fleet then lying in that harbour. The chief object of his instructions was to prevent the junction of the Brest and Toulon fleets, and more particularly to disable the latter, then commanded by the French Admiral M. de la Clue. Failing, however, in his exertions to force the French to an engagement, and having materially suffered in some of his efforts, he repaired to Gibraltar to refit, when, taking advantage of his absence, de la Clue put to sea with the resolution of passing the Straits and proceeding to Brest *.

The result of this business, comprising the celebrated action off Lagos, on the 17th of August, is so well related in *the Field of Mars*, that we shall take the liberty of quoting it from that work:—

When the French, says the Editor, had meditated their long intended project to invade England with a mighty armament, to be conducted by the means of flat bottomed boats, so as by favour of the night to evade the vigilance of our Admirals, and land 20,000 men in some part of Kent or Sussex, which lay nearest to the place of their departure; at that time Admiral Boscawen had blocked up Toulon; the Admirals Saunders and Holmes had entered the river St. Lawrence, and de la Clue was positively commanded to get out by all means, in order to relieve their affairs in North America: but on the French Court's receiving certain advices of the above situation of Saunders and Holmes, de la Clue received countermanding orders, directing him into the Channel: this was a point of great hazard and danger to de la Clue; but the Court of Versailles had sent him his last sailing orders, from which he could not recede. Meantime Admiral Boscawen had left Toulon, and come to Gibraltar, in order to refit, while the formidable squadron of de la Clue left its fortified road of Toulon, sailed down the Mediterranean, endeavoured to force a passage through the Straits' Mouth, and so get away safe to the northern seas; or, if impeded by Admiral Hawke, who lay off Brest, to attack him in the rear, while Conflans should come out of Brest, and getting him between two fires, attack him in front. But all this mighty parade ended literally in smoke, and was eluded by the vigilance of Admiral Boscawen, who narrowly watched his motions, by detaching scouts to observe and give him notice of every approach. In consequence of these necessary precautions, he ordered the Lyme and Gibraltar, the only two frigates then ready; the former to cruise off Malaga, the other from Estapona to Ceuta Point, to look out and give timely notice.

---

* *Vide* the Biographical Memoirs of Admiral Boscawen. NAVAL CHRONICLE, Vol. VII. p. 206.

On the 17th of August, 1759, about eight in the evening, the Gibraltar made the signal of the appearance of the enemy, viz. fourteen sail on the Barbary shore, to the eastward of Ceuta; he then got under sail immediately, and was out of the Bay before ten, with fourteen sail of the line; and the Shannon and Etna fire-ships. At daylight * he saw the Gibraltar, and soon after seven sail of large ships lying to; but on our not answering their signal, they made sail from us. About noon the Admiral came up with them, and at two o'clock on the 18th, some of the headmost ships began to engage; but he could not get up to the Ocean till near four. In about half an hour †, the Namur's mizen-mast and both top-sails were shot away; the enemy then made all the sail they could; the Admiral then left the Namur, and shifted his flag to the Newark: and soon after the Centaur, a French man of war, of 74 guns, struck. He pursued all night, and in the morning of the 19th saw only four sail, standing in for the land, two of the best sailers having altered their course in the night. The Admiral's fleet was not above a league from them, and not above five leagues from the shore. About nine, the Ocean, one of the enemy's largest ships, ran among the breakers, and the other three anchored; the Admiral then sent the Intrepid and America to destroy the Ocean; but Captain Pratten having anchored, could not get in, so Captain Kirke performed that service alone. On his first firing at the Ocean she struck, and Captain Kirke sent his officers on board. M. de la Clue, the French Admiral, having one leg broke, and the other wounded, had been landed from the Ocean, which was his own ship, about half an hour before; but they found the Captain of her, M. le Compte de Carné, and several officers and men on board: Captain Kirke having taken them out, finding it impossible to bring

---

* At five, A. M. Editor N.C.

† Nearly an hour. Editor N. C.

the ship off, set her on fire. Captain Bentley, of the Warspite, was ordered against the Temeraire, of 74 guns, and brought her off, with all her officers and men on board, with little damage. At the same time Vice-Admiral Broderick, with his division, burnt the Redoubtable, her officers and men having quitted her, as she was bulged; and brought the Modeste, of 64 guns, off very little damaged, on board of which there was found a list of the French squadron.

Thus was this boasted armada defeated and dispersed, some flying one way, some another, for shelter: the greatest part escaped to Cadiz, where they were blocked up by Admiral Broderick, while the Souverain and Guerrier, two more of their ships, took asylum at Lisbon. One great consequence happened from this victory off Lagos, that it prevented the scheme of France from taking place, of getting Admiral Hawke between two fires, destroying his fleet, and then proceeding to the invasion of England.

For the official dispatches, and some farther particulars relating to this action, we must refer our readers to the Memoirs of Admiral Boscawen, given in the seventh volume of our Chronicle; briefly observing that, on his return, he was rewarded by being appointed General of Marines.

On the 20th of November following Mr. Caldwell was also in the celebrated victory obtained by Sir Edward Hawke over the French Commander M. de Conflans. As yet, he was only a Midshipman; but, immediately on his arrival in England, he was made a Lieutenant on board of the Achilles, the Hon. Captain Barrington.

On the 24th of May 1762, Mr. Caldwell was appointed to the command of the Martin sloop, in which vessel he sailed, in the September of 1763, first to the coast of Africa, and thence to the West Indies. He remained in the Martin till 1765, when, on the 1st of April, in that year, he was promoted to the rank of Post Captain in the Milford frigate.

In the spring of 1768 Captain Caldwell was appointed to the Rose, a twenty gun ship, in which he remained, chiefly cruising on the Boston station, till the end of 1771. His next appointment was to the Emerald frigate, of thirty-two guns. This took place in the year 1775. The Emerald, immediately after she was commissioned, was ordered on the

North America station, under Lord Howe, where she remained for the space of four years, till the winter of 1779. On this service Captain Caldwell had various opportunities of distinguishing himself; and his diligence, activity, and gallantry, were eminently conspicuous, particularly in blockading the Capes of Virginia, where he took the Virginia frigate, and numerous other small vessels.

On the 25th of December 1779, immediately on his return from America, Captain Caldwell was promoted to the Hannibal, a new ship of fifty guns. In the Hannibal he sailed to St. Helena, and on his return he brought home an East India convoy. This service occupied about a twelvemonth. Shortly after his arrival in England, in 1781, Captain Caldwell was farther advanced to the command of the Agamemnon, another new ship, of sixty-four guns.

From the month of August, to December in the same year, the Agamemnon was in the Channel Fleet, under Admiral Darby.

At the latter end of the year 1781 Rear-Admiral Kempenfelt was appointed to command a squadron of ships, and was ordered to sea, for the purpose of intercepting the French fleet which had sailed from Brest, with a convoy for the West Indies. The Agamemnon, having been equipped for service by Captain Caldwell, formed a part of Kempenfelt's squadron.

At day-break on the 12th of December, about thirty-five leagues to the westward of Ushant, the English Admiral descried the hostile fleet; and, though it was greatly his superior in force, he succeeded in cutting off about twenty sail of the convoy, which were in his possession by the evening *. The Agamemnon, and the Prudente frigate (then commanded

---

* The particulars of this memorable event have been already detailed in our Memoirs of the gallant and lamented Admiral Kempenfelt. *Vide* the NAVAL CHRONICLE, Vol. VII. p. 368. Some farther particulars are also given in our Memoirs of Admiral Lord Radstock, Vol. X. p. 274. By referring to a note affixed to the latter, the reader will perceive the very striking disparity of strength and weight of metal in the adverse fleets.

by the Hon. Capt. Waldegrave, now Lord Radstock), were detached by the Rear-Admiral in quest of any straggling ships of the enemy which might have been separated from the main body. Unfortunately, however, a few days after, the Prudente sprung her fore-mast, and was under the necessity of returning to England. On the 25th of December, thirteen days after that on which the French fleet was first descried, the Agamemnon fell in with seven sail of transports, laden with troops and naval Stores, bound for Martinico. Five of these were captured by the Agamemnon, and, with the whole of the prizes taken on the 12th of the month, carried safely into port.

Soon after Captain Caldwell's return from the above cruise, he was ordered, with the Agamemnon, to the West Indies, to join Sir George Bridges Rodney, who had sailed for that station some days before.

Having safely reached her destination, the Agamemnon was with Admiral Rodney, in the West Indies, on the memorable 12th of April 1782 *. Captain Caldwell, in supporting the honour of his country's flag with the true energy of a British sailor, shared the perennial glories of that illustrious day. The Agamemnon, however, suffered severely on the occasion. Fourteen of her seamen were killed, and twenty-two wounded; two of her Lieutenants, Incledon and Brice, were also wounded, the latter afterwards dying of his wounds.

On the news of this splendid and important victory reaching England, the thanks of both Houses of Parliament were unanimously voted to the Commander in Chief, the Captains, Officers, seamen, and marines of the fleet.

Captain Caldwell proceeded with the fleet to Jamaica, whither also the French prizes were taken. He then sailed to North America, with Admiral Pigot, with whom he also returned to the West Indies at the close of the year. During

---

* For an interesting account of this glorious action, we refer our readers to the Memoirs of Admiral Rodney, given in the NAVAL CHRONICLE, Vol. I. page 388.

the short remainder of the war, nothing farther of importance occurred; and peace being concluded early in the ensuing year, Captain Caldwell returned with the Agamemnon to England in the month of May 1783.

Our Officer, we believe, had no farther command till 1787, when, in the armament of that year, he was appointed to the Alcide.

In 1790, at the time when a dispute took place between Great Britain and Spain, relative to Nootka Sound, Captain Caldwell was appointed to the Berwick, of 74 guns; but, the difference having been amicably settled, the armament was discontinued, and the Berwick was consequently put out of commission.

From this period it does not appear that Captain Caldwell was ever again in active service as a private Captain. On the 1st of February 1793, he was promoted to the rank of Rear-Admiral of the White; and being afterwards appointed to command in the Channel Fleet, as Junior Officer under Lord Howe, in the winter of 1793-4, he hoisted his flag on board of the Cumberland, of 74 guns.

On the 12th of April 1794, his services were farther rewarded by an advancement to the rank of Rear-Admiral of the Red. On this promotion, he hoisted his flag on board of the Impregnable, a ninety-eight gun ship.

It was on the 1st of June following that Lord Howe achieved that important victory over the French fleet which will be long remembered by Britons with heartfelt exultation.

It is here particularly worthy of remark, that Rear-Admiral Caldwell, a brave and meritorious Officer, whose unremitting services, whose persevering activity, zeal, and courage, had never, for a long series of years, been once sullied by the breath of calumny or suspicion, was, with three or four other Officers, omitted in the honourable mention made by Lord Howe, in his official dispatches, of those whom he thought entitled to his "particular thanks" for their exertions on this occasion.

Nothing, as far as we have heard, has ever transpired tending in the slightest degree to cast an odium on the conduct of these neglected Officers: we shall not, however, presume to animadvert on the extraordinary omission.

The Impregnable, in this action of the 1st of June, experienced a loss of seven killed and twenty-four wounded.

On the subsequent 4th of July, he was made Vice-Admiral of the Blue Squadron. He continued to serve in the Channel fleet, under Lord Howe, in the Impregnable, till the month of September; when, having been directed to join Sir J. Jervis on the Leeward Island station, he shifted his flag into the Majestic, a seventy-four gun ship, and proceeded thither on the 13th of October following.

Vice-Admiral Caldwell arrived at Martinico on the 14th of November; and Sir John Jervis, his health being in an impaired state, shortly after returned to England, with Sir Charles Grey, leaving our Officer as his successor in the command.

Vice-Admiral Caldwell remained on this station till 1795, when he was relieved by Sir John Laforey. He returned to England, in the Blanche frigate.

On the 14th of February, 1799, our veteran Officer, as a reward for a long series of services rendered to his country, was promoted to the rank which he now holds,—that of Admiral of the Blue Squadron.

CORRESPONDENCE.

TO THE EDITOR OF THE NAVAL CHRONICLE.

SIR,

THOUGH the present unavoidable war and most honourable exertions of public and private spirit have hitherto, perhaps justly, drawn off the general attention from affairs of comparatively small importance, it may not be improper now (when our means of defence and increasing security seem to bid defiance to the invaders), to call back the attention of our sea-ports and Admiralty to the subject of the Life-Boat establishment. Great as are the approved merits, recent the parliamentary reward, and numerous the living rescued witnesses of this important invention, the sphere of its utility has hitherto been much confined, or its adoption postponed in several situations, where, during the late and present stormy weather, many valuable lives might have been saved from vessels lost; or the wrecks, perhaps, in some cases, prevented, by receiving such assistance as Life-Boats only can afford from a dangerous shore. It is not here, however, so much my object to dwell upon the known advantages and present application of the Life-Boat, as to suggest a more ample scope for the adoption and use of boats of this construction and principle in his Majesty's ships; at least in those of the higher rates and larger dimensions.

I wish on this head to make allowances for probable wants of extra room and arrangement, because the present form of Mr. Greathead's boats differs from those in use of the Navy, and I leave it to naval builders to adopt those models that are likely to retain all the advantages of the original invention, and give convenience of stowage and portage on board. I shall now briefly mention the reasons that occur to me for wishing to introduce such boats into general service. *First*, If a ship in a gale unfortunately take the ground, and cannot disengage herself, an immediate communication is requisite with her companions, if in a cruising squadron; or if alone, with the shore, though an enemy's: how seldom in such weather ordinary boats can live at sea, or in a surf, daily experience shews. The one proposed offers the means of saving her crew, not only from the waves, but very probably (with a consort in sight), from being locked up from the service of their country in a French prison. *Secondly*, The facility of conveying information from Flag or Commodore ships on topicks which signals cannot always provide for, and when ordinary means of communication through a squadron are impracticable. *Thirdly*, In actions, when all the boats have frequently been entirely disabled by gun-shots, and their utter inability of being hoisted out manifest, even to take possession of a beaten enemy, whose escapes from that cause our Gazettes so unfortunately evince. A Life-Boat in such circumstances, though damaged and shot through, if not most severely cut up in her bends, extremities, or keel, might be serviceable almost immediately, and carry her crew safely while she held at all together. *Fourthly*, In the attacks so frequently and gallantly made by our boats on small craft, corvettes, and even frigates, an unlucky shot would not have the same chance of disconcerting or sinking our brave fellows before they get fairly alongside of the enemy.

I submit the above observations, Mr. EDITOR, for your consideration, and the notice of naval men, so much better able to judge of the probable success, and farther improvements of the plan I venture to propose. Certainly, from the services of the Life-Boat on its hitherto confined scale along shore, the most important general benefits are deducible, should its introduction take place afloat. I shall conclude with remarking, that the probable expense of a well-conducted experiment of boats on the above principle, distributed among our better Channel cruisers, would have been well repaid by the rescue from a French prison of two such frigates' companies as we have lately lost*, provided (what in the cases alluded to I mention only for argument,) the crews could have been brought off in the manner, or according to the principle above recommended.

I am, Mr. EDITOR,

Your's, &c.

H.

---

* Minerve and Shannon.

TO THE EDITOR OF THE NAVAL CHRONICLE.

SIR, *Jan.* 10, 1804.

AS I am aware that your valuable publication circulates through every department of the Navy, I have been induced to trouble you with a few observations on a subject which has for some time past occupied a considerable portion of the public attention. I allude to the general system of blockade which has been adopted by us during the present war. For nearly eight months, I believe, the gallant Admiral Cornwallis, whose well-merited praise is the theme of every tongue, has closely and incessantly watched the motions of the French fleet in Brest harbour. Compelled by stress of weather, he indeed recently quitted his station; but, with that promptitude, vigour, and perseverance, which so eminently distinguish his character, he almost immediately returned. More fears, however, have, in my opinion, been entertained relative to the escape of the Brest fleet than that event would justify. My observations will apply to future periods as well as to the present. Should the Brest fleet escape, the probability is in our favour, that it would be met by some of our cruising squadrons. It is worthy of notice, however, that the same wind at W. S. W. which would drive the English fleet for shelter into Torbay, would prevent the French from coming out of Brest. Admitting, however, that a shift of wind occurred, and that the French were thus enabled to effect their escape; the same shift of wind would also be fair for the British fleet to sail from Torbay in pursuit of them; and, though the enemy would have the start, it is not unlikely that they might be overtaken, or indeed find themselves between two fires.

In the prosecution of a war, our grand objects unquestionably are—to protect our commerce, and thereby enrich the nation, both collectively and individually, rendering our finances more competent to support the necessary expenditure of a state of warfare; to reduce the naval force of our enemy, that we may be enabled to shorten the contest, and ultimately to command peace on more advantageous terms; and, finally, to preserve our island from invasion, and its concomitant, slavery. By keeping the fleets of the enemy in their ports, we may indeed protect our commerce, and defy the menaces of invasion; but we cannot by this achieve the important object of crushing their naval force. The enemy may even derive material advantage from the system of blockade; for, while their ships are safely moored in port, ours are exposed to all the risk of storms and hurricanes; may thus be disabled, and rendered incapable of either offence or defence, after which the hostile fleet may fearlessly venture out and accomplish its purpose unmolested.

A long blockade is objectionable also in other respects: it fatigues, harasses, and deadens the enterprising spirit of our sailors. The wear and tear of our shipping, too, is a consideration of importance.

Our naval superiority is such, that an attempt to calculate on the result of an action with any of the present French flotillas would be justly ridiculed for its absurdity. Be it remembered, however, that it is only by suffering them to come out of harbour that we can have an opportunity of engaging them; it is only by engaging that we can hope to conquer them; it is only by conquering them that we can insure our own permanent safety. I am, Sir,

Your's, &c.
Z. E.

NAVAL ANECDOTES, COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTES IN GURGITE VASTO.

FRENCH ANECDOTE OF LORD HERVEY.

NOTHING is more common than for men to be blind to their own particular failings, and to censure that vice in others to which they are most addicted themselves. The modern French are incessantly declaiming against the insatiable *ambition* of England. A republican of this description, impressed with the most alarming ideas on the subject, recently related the following anecdote :—" My Lord Hervey, when in Italy, passing over a lake near the sea, dipped his finger in the water; 'Oh!' he cried, 'this is salt water; this belongs to *us*!' " You may see," continued the terrified Frenchman, " what a nation these English must be; and that they have got it into their heads, that the sea is their domain! and I am told," he gravely added, " they have a song, indicating as much, which they sing to the tune of the Marseillois."

ANECDOTE OF ADMIRAL CORNWALLIS.

SOON after Captain (now Admiral) Cornwallis succeeded to the command of the *Canada*, on the resignation of Sir GEORGE COLLIER, and was at sea, a mutiny broke out in the ship, on account of some accidental delay in the clerk's paying some of the ship's company: in consequence of which, they signed what they termed a *Round Robin*, wherein they declared to a man, that they would not fire a gun till they were paid.—Captain *Cornwallis*, on the receipt of this, had the crew piped upon deck, and thus laconically harangued them :—" My lads, the money cannot be paid, till we return to port; and as to your *not fighting*, I'll clap you alongside of the first large ship of the enemy I see; when the D——l himself can't keep you from it." The Jacks were so tickled with this tar-like compliment, that they one and all returned to their duty, better satisfied, perhaps, than if they had been paid the money they demanded, ten times over.

SLAVES AT THE CAPE OF GOOD HOPE.

The following passages are extracted from a work entitled, "*Walks and Sketches at the Cape of Good Hope.*"

THE slaves are lodged sometimes in the house, but most generally in small apartments connected with, or but slightly separated from, the main building; their mode of living is left to themselves, and their food consists principally of what is left from the tables of their masters. It may be here observed, that the whole heathen mythology is ransacked to find them names, which are in general bestowed in a manner not the most honourable to those deities at whose altars one half of the human race formerly bowed down. Thus Jupiter cleans the shoes, Hercules rubs down the horses, and Juno lights the fire.

Sometimes, however, you meet a slave beau: his ears are ornamented with rings, a red shawl is wrapped round his neck, a plume of common ostrich feathers wave in his hat, he treads lightly along, nodding his feathers, and looking proudly round him. He is lifted above ground, and has totally forgot that he is a slave.

As soon as the breath has left the body of the sick man, the women who surround the bed, burst out into tears and lamentations, and communicate the infection of sorrow to the men. The corpse is drest out not without much weeping, and a day is allowed for the assembling of his friends to mourn over his remains. The Malay expresses his grief by sitting beside his dead friend in profound silence, and with downcast and pensive look: but the natives of Malabar and Mozambique break into sudden and violent floods of sorrow, which they often seem to begin and end in concert. On the day of interment, the friends again assemble, and follow the bier to the place appointed; here the body is committed to the earth with more or less ceremony, according to the religion or piety of the tribe: all express sorrow, but in the greater part, this sorrow is of no long duration. The Malays alone extend their care, and seem to cherish grief. On the third, seventh, tenth, fortieth, and hundredth day, they again assemble round the grave, pour sweet scented waters upon it, and strew over it the choicest flowers.—They bid the earth lie lightly on the breast of their former companion, and for the last time mingle their tears together over him. Having thus performed the last duties of friendship and affection, they return and feast together, well assured that their friend is happy.

INVENTION OF A METHOD FOR STRENGTHENING SHIPS AND OTHER FLOATING VESSELS.

THE use of this invention is to preserve life and property, by making a ship much stronger than on the common construction; so that should she, by stress of weather, be driven on shore, she will keep upright, and be better able to resist danger; which is effected by laying a keel on each side the middle line, distant from it, including the thickness thereof, one sixth of the average breadth at loading draft of water, or a little more or less, according to the fulness or sharpness of the ship.

Mr. Stuard, the Patentee, observes, that a ship thus secured from straining, is more likely not to work her plank loose, which often occasions foundering; and if by stress of weather she is unavoidably driven on shore, she has the advantage of ships on the common construction, as they, laying on the edge, easily roll by the agitation of the sea, and strike against the ground, and when left by the tide, are often bulged by the overhanging weight; but ships on this construction, having one third of their breadth to stand on, will neither roll, nor be likely to bulge; and if, from the declivity of the ground, another ship should overset, this will not, having two-thirds of the weight to counteract it. Therefore, as the preservation of lives and property at sea are of great importance, the above construction of ships is recommended to all whom it may concern. The patentee requires only a small compensation per ton to allow any ship-builder the benefit of his invention.

THERMOLAMPES, OR STOVES WHICH AFFORD HEAT AND LIGHT, ON AN ECONOMICAL PLAN *.

THE Author of this invention, for which a patent has been obtained, is M. *Lebon*, an engineer of bridges and highways. The place of exhibition was the ground-floor of one of the large hotels in the *Faubourg St. Germain*, on which was a *suite* of rooms, extremely favourable for displaying the effect of this new method of lighting and warming apartments.

In lieu of fire or candle, on the chimney stood a large crystal globe, in which appeared a light and clear flame, diffusing a very agreeable heat; and on different pieces of furniture were placed candlesticks with metal lamps burning with spirits of wine. These different receptacles were supplied with inflammable gas, by means of tubes communicating with an apparatus underneath. By this contrivance, in short, all the apartments were warmed very comfortably, and illuminated in a brilliant manner.

On consulting M. *Lebon*, he communicated to me the following observations: " You may have remarked," said he, " in sitting before a fire, that wood sometimes burns without a flame, but with much smoke, and then you experience little heat; sometimes with flame, but with little smoke, and then you find much warmth. You may have remarked too, that ill-made charcoal emits smoke; it is on that account susceptible of flaming again; and the characteristic difference between wood and charcoal is, that the latter has lost, together with its smoke, the principle and aliment of flame, without which you obtain but little heat. Experience next informs us, that this portion of smoke, the aliment of flame, is not an oily nature condensible by cooling, but a gas, a permanent air, which may be washed, purified, conducted, distributed, and afterwards turned into flame at any distance from the hearth.

" It is almost needless," continued he, " to point out the formation of verdigrise, white lead, and a quantity of other operations, in which acetous acid is employed. I shall only remark, that it is this pyro-ligneous acid which penetrates smoked meat and fish, that it has an effect on leather, which it hardens; and that *thermolampes* are likely to render tanning-mills unnecessary, by furnishing the tan without further trouble. But to return to the aeriform principle: this aliment of flame is deprived of those humid vapours, so perceptible, and so disagreeable to the organs of sight and smell. Purified to a perfect transparency, it floats in a state of cold air, and suffers itself to be directed by the smallest and most fragile pipes. Chimnies of an inch square, made in the thickness of the plaster of ceilings or walls, tubes even of gummed silk, would answer the purpose. The end alone of the tube, which, by bringing the inflammable gas into contact with the atmospheric air, allows it to catch fire, and on which the flame reposes, ought to be of metal.

---

* From *Paris as it was and as it is.*

" By a distribution so easy to be established, a single stove may supply the place of all the chimnies of a house. Every where inflammable air is ready to diffuse immediate heat and light, of the most glowing or most mild nature, simultaneously or separately, according to your wishes. In the twinkling of an eye you may conduct the flame from one room to another, an advantage equally convenient and economical; and which can never be obtained with our common stoves and chimnies. No spark, no charcoal, no soot to trouble you; no ashes, no wood, to soil your apartments. By night as well as by day you can have a fire in your room, without a servant being obliged to look after it. Nothing in the *thermolampes*, not even the smallest portion of inflammable air, can escape combustion, while in our chimnies, torrents evaporate, and even carry off with them the grand part of the heat produced.

" The advantage of being able to purify and proportion, in some measure, the principles of the gas which feeds the flame, is," says M. *Lebon*, " set forth in the clearest manner: but this flame is so subjected to our caprice, that even, to tranquillize the imagination, it suffers itself to be confined in a crystal globe, which is never tarnished, and thus presents a filter pervious to light and heat. A part of the tube that conducts the inflammable air, carries off out of doors the produce of this combustion, which, nevertheless, according to the experiments of modern chymists, can scarcely be any thing more than an aqueous vapour.

" Who cannot but be fond of having recourse to a flame so subservient? It will dress your victuals, which, as well as your cooks, will not be exposed to the vapour of charcoal: it will warm again those dishes on your table; dry your linen, heat your oven, and the water for your baths or your washing, with every economical advantage that can be wished. No moist or black vapours; no ashes, no breeze, to make a dirt, or oppose the communication of heat; no useless loss of caloric; you may, by shutting an opening, which is no longer necessary for placing the wood in your oven, compress and coerce the torrents of heat that were escaping from it.

" It may easily be conceived, that an inflammable principle so docile and so active, may be made to yield the most magnificent illuminations. Streams of fire finely drawn out, the duration, colour, and form of which may be varied at pleasure, the motion of suns and turning columns, must produce an effect no less agreeable than brilliant." Indeed, this effect was exhibited on the garden façade of M. *Lebon*'s residence.

" Wood," concluded he, " yields, in condensable vapours, two-thirds of its weight, those vapours may therefore be employed to produce the effects of our steam-engines; and it is needless to borrow the succour from foreign water."

NAUTICAL JEUX D'ESPRIT.

AS things *most unlike* have commonly some points of *resemblance*, a Correspondent whimsically thinks he has discovered some affinity between the profession of a *Taylor* and a *Sea Life*. For instance, the *Taylor* gets his bread by the *yard arm*, the *hold*, and the *needle*; and the *Seaman* is often observed to sit *cross-legg'd* for fair winds. We do not know whether our active tars are much beholden to him for this discovery: but wicked wits can reconcile any thing, and make antipathies meet.

Sailors, though they are the best fighters in the world, are not always the greatest scholars or theologians. One of these being lately at church, and hearing it read, that the *Ark* was *carried* on *men's shoulders*, left the church in a great passion, affirming with an oath, that Master Chaplain there had told a d—d lie, " for as how, do ye see, he had heard, that that same *Ark* was big enough to stow *one Noah* and *all his family*."

Two Sailors falling into a learned dispute, whether or no his Majesty (God bless him) was *Head* of the *Church*, which the one pertinaciously insisted upon, the other as resolutely denied, affirming that power to be vested in the Archbishop of Canterbury: a third put an end to the controversy, by observing, to the satisfaction of both parties, that his Majesty surely was *Monarch* of the *Sees*.

The following EPIGRAM *recently appeared in the Hampshire Telegraph*:

" A Tar being ask'd by his Poll, t'other day,
Should e'er the French land, could he tell in what Bay?
Jack roll'd round his quid, then assur'd his dear friend,
That if they land here—'twill be at *Gravesend!*"

MARINE SCENERY.

CATARACTS OF THE NILE.

THE following beautiful description of the Cataracts of the Nile, and the circumjacent scenery, is copied from the second volume of DENON's *Travels in Egypt**:

A league and a half below the quarries the rocks increase, and form a bar in the river: here we found the Mameluke barks fixed between the rocks, up to the first swell below the falls: the peasants of the neighbourhood had deprived them of the rigging and the provisions. We here quitted the little boat in which we had ascended, and walking by the side of the stream for about a quarter of an hour, we came to the part which is generally called *the cataract*. This is nothing more than a range of rocks, over which the river flows, forming in some places cascades a few inches in height; they are so insignificant, that they cannot be represented with any effect in a drawing; but I just sketched the bar where this celebrated navigation ends, in order to do away the impression that has been given of the great fall of these famous cataracts. This is, in fact, nothing but a bar formed by a ledge of granite, which crosses the bed of the river for about four or five miles, and only allows the water to pass between rocks of different heights above the stream, and more or less pointed, which at different distances occasion small rapids, or falls of three or four inches to a foot in perpendicular height, during the time of the year in which the waters are low. At this period the boats meet with insurmountable obstacles in passing the falls, and the foaming waves impart in some degree the idea which we have imbibed in Europe, relative to these famous cataracts. The river is impassable here during nine months in the year for all boats heavily laden, and during six months for barks of every kind. It was at this great rock, in the middle, that we stopped, though the waters had not fallen to their lowest point, and our bark was one of the lightest kind. These cataracts would make a fine picture, if they could possibly be represented with any thing like an imitation of their natural colours.

The mountains, the surface of which is broken by black and ragged projections, are reflected with a gloomy aspect on the mirror of the streams, which is broken and divided by sharp points of granite, that roughen its channel, and form long white lines of foam wherever any of these rocks cut its smooth surface. These shapeless masses, with their obscure tints, form a striking contrast with the soft green of the groups of palm-trees interspersed around the irregular cliffs, and with the celestial azure-blue of the clearest sky that can be conceived. A picture faithfully representing these striking objects, would have the rare advantage of exhibiting a true and yet perfectly novel scenery. When we had passed the cataracts, the rocks grow loftier, and on their summit are rocks of granite appearing to cluster together, and to hang in equipoise, as if it were to produce the most picturesque effects. Across these rough and rugged forms, the eye suddenly discovers the magnificent monuments of the island of Philoë, which form a brilliant contrast, and one of the most singular surprizes that the traveller can meet with. The Nile here makes a turn, as if for the purpose of encircling this enchanting island, where the monuments are only separated by groups of palm trees, or rocks that appear to exist only to contrast the forms of nature with the magnificence of art, and to make an assemblage in one spot of every thing that is most striking and beautiful. The enthusiasm which the traveller so constantly experiences at the sight of the monuments of Upper Egypt, may appear to the reader a perpetual and monotonous exaggeration; but it is, however, only the simple expression of that feeling which the sublimity of their character inspires, and it is from the distrust that I feel at being able to give any adequate idea of their magnificence by the pencil, that I have endeavoured to do justice to them by my expressions, for the surprize and admiration with which they impress the beholder.

---

* 12mo Edition, p. 9.

RIVER MITOMBO, IN AFRICA*.

THE River Mitombo, which the Europeans voluntarily call the river of Bence, from the name of the fort and isle of Bence, situated in it; and containing a fine English factory, arrives from a very distant country in the interior of the Continent.

The general direction of the course of the Mitombo appears to be from north-east to south-west; it empties itself into the river or bay of Sierra Leone, by a mouth which is nearly two leagues wide, and the western bank of which is six leagues distant from the isle of Leopards. Towards the end of its course, the Mitombo flows through a low and almost horizontal country; the sea ascends up it, to the distance of fifteen leagues, and at that distance the full force of the ebb and flood prevails. Another remarkable circumstance is, that, at seven leagues from its mouth, this river is again upwards of a league wide, and vessels anchor there in seven fathoms water.

Its banks are covered with wild filbert-trees, which extend to the breadth of two hundred fathoms; but beyond this line of useless, injurious, and unwholesome trees, the lands, though marshy, are fertile and populous, and afford an agreeable variety of fine forests, good pasturages, and cultivated ground.

---

* From Blagdon's Translation of Golberry's Travels in Africa.

The bed of the Mirombo, like that of all the rivers the level of which is low, is embarrassed by isles and banks of mud and sand; but at the right side of its mouth is a fine canal of eight hundred fathoms in width, which leads even beyond the isle of Bence, and constantly contains from seven to eight fathoms of water. In order to navigate with safety, you must enter it, by leaving its right bank to larboard: at the distance of four hundred and fifty fathoms on the left, you leave three little isles, which bear the name of Pio isles, and to the right, the isle of Tasso. When beyond the north point of the second of the Pio isles, you must steer north-east, in order to arrive at the port, or anchorage of the isle of Bence.

DESCRIPTION OF PLATE CXLIII.

THE annexed View of the town and harbour of Ostend, is from a drawing made on the spot by F. Gibson, Esq. F.S.A. a gentleman whose pencil has repeatedly contributed to the embellishment of our work.

The following description is in the words of our Correspondent:—

OSTEND, a sea-port town, lies twenty-one miles from Dunkirk, in latitude 51° 12′ N. and longitude 2° 57′ E. and was once strongly fortified. The celebrated Duke of Parma, General of the King of Spain, attacked it in 1583, and was obliged to raise the siege. It was afterwards besieged by the Spaniards in 1601, and did not surrender till the latter part of 1604; which obstinate defence was owing to the supplies sent by Queen Elizabeth, and the gallantry of Sir Francis Vere its Governor.

The Spaniards lost nearly 80,000 men before the place, this being one of the most memorable and destructive sieges mentioned in History.

The old city of Ostend, which is encircled by the basons, harbour, and German Ocean, is an airy and well-built place. The streets are wide and well paved, and are lighted by lamps suspended from the middle of a cord that reaches across the street.

The great square is large, and is adorned with several elegant buildings. The Stadt-house occupies the north side. It is built on arches, and contains, besides the great council-chamber, many spacious apartments. A lofty tower rises from its west end, near the summit of which, in a room appropriated to that purpose, the chimes are played at eleven every forenoon.

The great church is a spacious brick building, with a modern octagonal tower, terminating in a spire and cross: its interior consists of a nave and side aisles, the roof is supported by clustered pillars and their corresponding arches. The choir of the church is separated from the body by a low wainscot screen: at the east end, on an ascent of five steps, is placed the high altar; above it is represented the descent from the cross, the figures large as life, and most admirably executed in white marble. The next altar, little inferior to this in point of beauty, is dedicated to the Virgin, whose figure is inimitably finished.

In various parts of the church hang small models of ships and gallies, as votive offerings from sailors who had escaped the dangers of the sea and enemy.

Ostend possesses many advantages over Dunkirk, particularly by the steepness and firmness of the sand on the beach, by the superior depth of water, where, at the entrance of the haven, twenty-four feet are found at the height of common spring tides. Secondly, the smaller quantity of stagnant water around the town, and the greater portion of cultivated land in its vicinity, which must render the air more salubrious.

The entrance to the port of Ostend is formed by two long jetties of timber work, enclosing rugged stones. On each of these jetties a large mast with a barrel is erected.

In tolerable weather a boat commonly lies in the road with pilots on board; but should a vessel run for the harbour without one, the marks are the two flag-staffs which stand on the west side of the harbour on with each other. On each of these a light is hoisted at night for the same purpose; but it ought to be observed, that here there is great danger, and much attention required, by the tide setting across the mouth of the harbour *. The great light-tower erected by Maria Theresa, is an excellent mark for finding Ostend, but not as a direction into the harbour, which depends upon the smaller marks. At Ostend the tide flows, full and change, half past twelve. The stream, about two miles from the shore, continuing to run to the eastward till four o'clock.

F. GIBSON.

---

* As is the case on every part of the Flemish coast.

PHILOSOPHICAL PAPERS.

TO THE EDITOR OF THE NAVAL CHRONICLE.

SIR,

AS you favoured me by inserting M. Bailly's strictures *on Central Fire, or the Internal Heat of the Globe*, you will additionally oblige me by finding room for the following Paper, which is a sequel to the former, and, in the work that it is extracted from, immediately succeeds it. I am, Sir,

Your's, &c.

L.

OF THE REFRIGERATION OF THE EARTH, OR THE DECREASE OF THE NATIVE HEAT OF THE GLOBE.

Paris, 24th Sept. 1776.

ALL men, you know, Sir, do not see in the same manner: I have the misfortune to be short sighted. It has often happened to me to be humiliated in the open fields. Whilst I can scarcely distinguish a house at a hundred paces, my friends inform me of things which they see five or six leagues off: I open my eyes, and fatigue myself, without perceiving any thing; and I am sometimes tempted to believe, that they amuse themselves at my expense. It is true, I have my revenge: I read the smallest character with perfect ease, while they are obliged to put on their glasses. The difference which takes place in the eye-sight, is equally applicable to the mind, in respect of the observer, and the man of genius. These two kinds of men know each other imperfectly, and esteem each other but little. The man of genius, lifted up by his own powers to a great height, commands a vast horizon: the diligent observer, stationed a great deal lower, collects facts one by one, as they present themselves around him. The man of genius is wrong, in having little consideration for the useful observer; but he, when he makes him the same return, is still more to blame. We ought not to find fault with such as have a long sight; time will bring the objects within our reach; and the great man will be exonerated in the long run.

You perceive, Sir, that I mean to speak of the new ideas of M. de Buffon, respecting the native heat of the globe. Convinced that this heat has a real existence, he thinks that it must have been much stronger at the beginning of time; and concludes, that it will suffer diminution in the course of ages. It is a characteristic of genius to reduce every thing to simple ideas. He has considered the earth as a globe, heated up in some former period to the point of ignition, which cools down but very slowly, by reason of its prodigious mass. From a set of ingenious experiments on globes of various diameters, some hot, and some red-hot, he has discovered the time they take to cool. He sought to determine by what law the time increased in globes of a larger diameter; and this law being known, he has ventured to fix the time which the immense globe we inhabit would require, before it descended from a state of white heat to an inhabitable temperature; and then to fall from that which we now enjoy, to the absolute cessation of heat; to a state of ice and death, which must be the final period of all things. I hear the critics exclaim, "Is it for us, insects of a day, existing on a grain of sand, to calculate the past and future duration of worlds!" Be it so: laying aside calculations, we shall have nothing to do with the duration of time. I am ready to admit, that they are by one half too much, or too little. This is not the point I mean to defend: it is not those calculations to which is affixed the seal of genius: it is the original idea which serves for their basis. Here, truly, we have the masterly execution of M. de Buffon: here is an idea which, I am bold to prophesy, will descend to future generations.

M. de Buffon knows but one law in nature; it is that of existence, and the destruction of existence. Except God, all beings, all bodies, are formed, and grow up towards maturity, only to decay and dissolve. This idea is grand, simple, natural, and worthy of its author: the refrigeration of the earth is nothing but an inference from it. The internal heat of the earth is a production of creative powers, one of Nature's works. Why, then, should we suppose it eternal? Does not motion, which impels this heat from the centre to the surface, there meet certain limits which it cannot pass? Ought it not, on the contrary, to diffuse itself still farther, and be dissipated by the law of the continuance of motion? This heat cannot sustain vegetation, circulate in the canals of the sap, or vegetable juices, without losing itself, as it emerges from the external orifices of those vessels: it wastes itself only because it warms us. My taper consumes itself by affording me the benefit of light: the fire of my chimney goes out, if I am not at pains to keep it alive; and as nobody has told me that the internal fire of the globe receives fresh fuel, I must thence conclude, that it will one day be extinguished. I am sensible that the objects in this comparison are very inconsiderable, when applied to the heated mass of the earth; but all beings, all things, great and small, are equal in the presence of the supreme mind, and in the presence of Nature, which is his minister; a truth which has its foundation in physics as well as in morals.

After these reflections, does not the refrigeration of the earth appear to you, Sir, an idea as probable and natural as it is great and interesting? If the very strong reasons I have explained in my preceding letter, have shewn you the existence and sensible activity of the native heat of the earth, it seems natural thence to infer its decay, as announced by M. de Buffon. This theory, however, would be a mere philosophical idea of little consequence, if it had no other foundation than probability. But I am now to lay before you facts of different kinds, which are effects of the refrigeration of the earth, and thence receive their explanation. A tradition prevailed among the ancients, that the torrid zone was uninhabitable, or at least, that the wretches condemned to live in it disbelieved in the gods, whom they charged with injustice, and blasphemed the sun, their tormentor *. A traveller of the north found a tradition of an opposite kind in Siberia; the natives informed him, that their country had been vastly hotter before the deluge †. I do not pretend to quote you these two traditions, Sir, as decisive evidence. I am aware they may be no better than the result of prejudice, destitute of any real foundation. I mention them, because it is not a little singular, and worthy of notice, that we find in the world two traditions so favourable to M. de Buffon; two traditions so characteristic of the effects which he announces; a diminution of heat in the torrid zone; an increase of cold in Siberia.

This observation leads us to another, which suggests a similar conclusion. You know, Sir, those famous pagodas in India, the temple of Canarin, in the island Salset, near Goa, and that which stands on the Elephantine isle, in the vicinity of Bombay. Those temples, walled in by the sides of a mountain, are dug in the rock with incredible labour, which marks the mighty exertions of a great people. The ancient Egyptians and Ethiopians had, in like manner, vast subterraneous structures, where they concealed those pillars of stone, on which they engraved the principles of science. But what is the meaning of those profound excavations, which must have cost so much time, and occupied so many hands? How comes it that they have been found in the torrid zone only, and never in the climates of the north? For what reason worshipped they the gods under ground, out of the reach of day? What I am about to suggest to you, Sir, is nothing more than a conjecture; but it is so closely connected with the idea of the refrigeration of the globe, that I cannot suppress it. If man

---

* Strabo, Georg. lib. xvii. p. 822.

† Everart Isbrantes Ides, Recueil des Voy. au Nord, tom. viii. p. 48. Mem. de l'Acad. des Sciences, 1727, p. 312.

has always made the gods according to his own image, he could not miss to lodge them like himself. The human race, it is probable, inhabited, in those days, caves and subterraneous retreats; they avoided the sun in the day time, and only quitted those places of shelter during the night. Those temples might originally be palaces of their chiefs, situated in caverns which were begun by Nature, but augmented and multiplied by the labour and industry of man. When the heat of the earth suffered a decay, and the soil of the torrid zone came to be in a more habitable state, men quitted those melancholy abodes, while the gods were allowed to remain in their place; and those immense works, those ancient habitations of mankind, shew us still, that, in the climates persecuted by a vertical sun, the country of India was deserted in his presence, and that the first dwellings of men were in the caves of mountains, and in the recesses of the earth.

A fact still more singular and convincing, consists in the impressions of certain plants that are found in stones. Among the immense number of fossile substances, animal as well as vegetable, which lie scattered about in the earth, and often at great depths, those which seem the most ancient, observes the historian of the Academy of Sciences[*], are found almost constantly to belong to a continent at a great distance from ours. Leibnitz made an early discovery of this sort, having recognized some leaves of certain Indian plants imprinted in stones of Germany[†]. M. de Jussieu discovered a great number of them in the stones of St. Chaumont, in the Lionois[‡]. *It should even seem*, said M de Fontenelle, *that Nature shews something like affectation in this*[||]. All the stones of Chaumont bear the impression of plants, which, in our day, grow no where but in India; there is not one of them which belong to the country. The name of Jussieu is a sufficient pledge for accuracy as well as truth.

Now, Sir, in what manner are we to explain the two facts stated in those observations? The one, of those plants which have been transported into France and Germany, and imprinted in stones: the other, of the same stones found at a great depth in the earth. The whole of this insinuates a distance of time, as great as that of place. Those plants that have thus left the vestiges of their lineaments in the stones, must have been once on the level of the ground: it was then necessary that they should be covered over with earth, to conceal the secret of the formation of minerals; and that, whether the soil had been laid under water, and then raised by the deposition of sand and mud, or whether it had grown from the corruption of vegetable substances, and the spoils of living nature. You perceive how many ages, how many generations must have passed away, before a series of strata of this depth could be formed. But, in these two facts, the most extraordinary circumstance is this, that those plants should be found in France and Germany. How should plants, which grow in the torrid zone alone, accommodate themselves to our temperature? How happens it that they can no longer take up with a temperature in which they lived and prospered in ancient times? I am sure, Sir, you will leave it to others to have them transported by water. It is not easy to conceive, that the organization of plants, always of considerable delicacy, should resist the agitation of the waves for so long a voyage. It is difficult to persuade one's self, that they should have the address to veer round the point of Africa, without either sail or pilot to direct their course. Currents can be of no service in the present case; for particular currents are of small extent, and proceed but seldom beyond the local causes that produce them. General currents prevail from east to west; perhaps there are some which have their direction towards the equator, from the motion of the tides; but this effect, which takes place equally on both halves of the globe, prevents the waters from extending themselves, in a great degree, from one hemisphere to the other. Besides, Sir, it would be requisite that these currents should offer themselves very opportunely. One current would be necessary to convey the plants towards the line, and to pass them beyond it as far as the thirty-fifth degree of southern latitude; and another, to carry them from east to west, the length, at least, of the longitude of the first meridian; and then a third, to transport them a second time across the line, and to bring them up to our latitude, after a navigation of 6000 leagues. This machinery, Sir, is somewhat complicated. I should just as soon say, that they belonged to a botanist: and that they are the remains of some petrified cabinet of natural history; for the most genuine and curious cabinets of natural history are in the bosom of the earth. These solutions of the difficulty, however, were the best that could be thought of at the time; but we must confess, that in our day they have lost their credit. Let us observe once more, that the total exclusion of our native plants, in such an immense quantity of those stones, is a most remarkable circumstance. The degree of probability in our favour is next to infinite, when we infer that these plants had no existence. Now this fact, viewed under two different aspects, offers two similar conclusions. The presence of Indian plants indicates a greater heat, without which they could not have existed; the absence of native plants indicates, that they waited the approach of a milder temperature, and more kindly influences.

---

[*] Hist. de l'Acad. des Sciences, 1743. p. 111.

[†] Ibid. 1706, p. 9.

[‡] Mem. de l'Acad. des Sciences, 1718, p. 287.

[||] Ibid. Hist. p. 4.

Why should we oppose the admission of a simple cause, conformable to the laws of Nature, derived from established facts, and which gives a probable solution of the most singular phenomenon in natural history? This cause is no other than the progressive diminution of the native heat of the earth. Plants are attached to climate from the circumstance of temperature: and they disappear as soon as the temperature undergoes a change. Thus plants, which we see at this day growing in France, grew anciently in Sweden and Siberia; and those which cover the plains of India, once embellished our own fields.

This simple botanical fact, as you will acknowledge, Sir, merits to be well considered: it necessarily leads to important conclusions. If, in the political world, the most interesting events frequently result from the most trivial causes; in the study of Nature, on the contrary, the greatest causes are sometimes brought to light by very inconsiderable effects. This fact, however, stands by no means alone; the animal world presents us with one of a parallel kind: I mean the elephant, whose skeleton has been dug up in different countries, and in countries where the cold is of the greatest severity. This animal is exclusively a native of the torrid zone; he is peculiar to that climate, and lives with considerable difficulty in ours; where he is equally a stranger to the pleasure, and the desire of perpetuating his species: he would perish, were he to be transported to still higher latitudes. I shall not trouble you with the bones and teeth of elephants which have been found in France, as it may be said that the Romans brought them along with them in their wars with the Gauls. But the Romans never carried their wars into Ireland; and yet, in 1715, the skeleton of an elephant was found in the northern part of that island *. The Royal Society of London, it is true, informed the public, that, according to history, St. Louis, in the year 1255, made a present of an elephant to Henry the Third, King of England. It appears little probable, that this elephant should have died in the north of Ireland, and that Henry, setting so little value on so rare a present, should have made him travel through England, and cross the sea into Ireland, to amuse a people recently conquered, perhaps still barbarous, and who had neither taste nor curiosity for natural history. But, Sir, St. Louis never sent presents to Canada, where there never was a king. M. d'Aubenton, however, can shew a thigh-bone and tusk of an elephant, which were

---

* Trans. Philos. No. 346.

found in that country [*]. Those facts are nothing, in comparison of the examples with which Siberia supplies us. There we find a vast quantity of fossile ivory; it forms a branch of traffic for the inhabitants, as well as of revenue for the Czar [†]. The natives, especially such as are idolators, and consequently little informed; the Jakutes, the Ostiachs, say, that this ivory, and those teeth, belong to *mammut*, an animal which never emerges from his subterraneous retreat during the period of his life, and which dies the moment he sees the light. As it never occurred to them, that they were the reliques of a species that has been lost in the country, they created an animal on purpose, which, according to them, is never seen. The Russians, however, agree, that those remains belonged to the elephant [‡]. This fact was ascertained at Paris by accurate comparison [||]. Those bones are dug up of all sizes [§]. It follows then, Sir, from the abundance of those fossile bones, and from their being of different dimensions, a circumstance which indicates different ages, that the animal was in his native country, and in a climate suitable to his nature, inasmuch as he could multiply his kind. It is impossible not to infer from this, that the climate of Siberia was less cold than it is at this day, and even warmer than the climates of our temperate zones. This conclusion is not new, it was unavoidable. You know, Sir, what has been imagined in order to account for this evident change of temperature. It has not been attributed to an alteration in the temperature of the globe. This explanation, though nothing but the fact itself, was too simple to be apprehended at first; besides, M. de Buffon was still to come. Certain men among the learned have chosen rather to change the position of the globe, to lay it down in the plane of the ecliptic, and to place the north pole in the torrid zone. They have made a most unmerciful sacrifice of one half of the globe, and a part of the human race; for whilst the earth presented constantly one of her hemispheres to the sun, the other was doomed to extreme cold and the reign of eternal darkness; and all this to find a lodging for elephants. It is, nevertheless, this little circumstance which has overturned the world, and reduced philosophers to the most embarrassing extremities. You see, Sir, I am not anxious to gain popularity to my opinions; this hypothesis would give me a mighty advantage: if the pole was formerly under the torrid zone I should have little difficulty to persuade the partizans of hot countries that population began in the north, and that science, as well as men, descended towards the south.

---

[*] Mem. de l'Acad. des Sciences, 1762, p. 306.

[†] Trans. Philos. No. 312.

[‡] Mem. de l'Acad. des Sciences, 1727, p. 312.

[||] Ibid. 1762, p. 206.

[§] Trans. Philos. No. 447.—There are to be seen in the King's cabinet, several very large tusks of the elephant, that were found in Siberia.

Let us not find fault, however, with the philosophers, the authors of these opinions; they have followed the ordinary zig-zag progress of the human mind, which never attains to true, and above all, simple ideas, but by a long and circuitous path. But to give them a grave answer, I will observe, that if this change happened gradually, it must have required several thousands of ages; and it is a very bold supposition, to allege that the forms of matter, that those spoils of dead animals, should have remained in a state of such preservation, as to be distinguishable after those thousands of ages had expired. If the supposed change happened suddenly, this difficulty is indeed at an end; but there arises another: the same revolution executed by a machine, is not a legitimate experiment in this case, nor according to rule; it must have been prepared by known and pre-disposing causes. But we do not perceive those causes in Nature which could effect a motion of such magnitude. It must, then, have been a miracle; but sound philosophy, while it acknowledges God as the first cause, studies Nature as she came from his hands, including all her causes and effects.

It is much better to take part with M. de Buffon, who finds in the globe itself the source of the changes it has undergone; who teaches us that heat like matter, like any other created substance, is liable to decay. He will tell you, that the population of elephants began to diminish in the north, for the same reason that that of men seems to diminish at this day; that those ponderous masses sought, and migrated slowly after the heat, like those swarms of the human race, and numerous armies, who overran the globe; that, in fine, those animals settled in the torrid zone; this last retreat, the only country on earth whose temperature agrees with them. There they will continue to live, till this temperature, falling likewise below a certain point, must destroy them; when their species will disappear, with those whose existence depended on a greater heat, but which exist now only in the writings of ancient authors *.

---

* Of this description is Ammon's horn, and other shell fish, whose species is lost, and of which nothing remains but the shells.

[To be continued.]

THE
FOURTH REPORT OF THE COMMISSIONERS

Appointed by an Act of the Forty-third Year of the Reign of his present Majesty, entitled, " An Act for appointing Commissioners to inquire and examine into any Irregularities, Frauds or Abuses, which are or have been practised by Persons employed in the several Naval Departments therein mentioned, and in the Business of Prize Agency, and to report such Observations as shall occur to them for preventing such Irregularities, Frauds, and Abuses, and for the better conducting and managing the Business of the said Departments, and of Prize Agency, in future."

A RENEWAL of hostilities between this country and France has led us to make an immediate Inquiry into the business of Prize Agency.

The property of prize, or goods taken from an enemy, is well known to be a branch of the Royal prerogative; but the bounty of the Crown has generally transferred it to the captors by proclamation; and the distribution of prize, the proceedings in prize causes, the disposition of the capture while the proceedings are pending, the appointing of prize agents, and their conduct, have been regulated by Acts of Parliament, commonly called Prize Acts, passed soon after the commencement of hostilities.

The duty of the prize agent is chiefly to be collected from these statutes, which are usually made to continue in force during the war at the beginning of which they are passed, and no longer; except with matters depending in judgment when hostilities cease, or brought to judgment in consequence of captures made during the war. The law on this subject may therefore be considered as occasional. From the state of public affairs for some time past, it has been foreseen that the attention of the Legislature might soon be applied to the framing of such a law. We have, therefore, diligently employed ourselves in endeavouring to obtain information on this subject, and we hasten to make known the result at a period when such information may possibly be of use.

We propose to adopt the following order in this Report:—First, to state the practice, duty, and emoluments of a prize agent; then, the irregularities abuses, and frauds, to which the present mode of conducting the business gives opportunity and occasion; and, lastly, to suggest such alterations as appear to us likely to prevent the mischiefs which attend the present system.

From the examination of James Primrose Maxwell*, Esq. a prize agent of great experience, we received a clear and succinct account of the practice of a prize agent, which we think it expedient to insert in his own words, referring to the sections of the Prize Act, which confirm his statement, and may serve to illustrate it:—

---

* *The Examination of James Primrose Maxwell, Esq. taken upon Oath the 19th Day of March 1803.*

THIS examinant saith, That at the commencement of a war, and upon the King's issuing a proclamation for the distribution of prize-money, it is the practice of the Officers and companies of his Majesty's ships, on taking prizes, and sending them into port, generally to transmit a letter of attorney to one or more persons to act as their agents, unless they may have made such appointment previous to their proceeding to sea.

That by the Act of Parliament, a majority of each class of Officers and men have a right to appoint one or more agents; but that they generally appoint the person recommended by the Captain.

That on the arrival of the prize in port, the agent takes possession, and gets the preparatory examinations taken, which are transmitted, with the ship's papers, to the High Court of Admiralty, directed to the Registrar. The depositions taken are commonly those of the Master, and the two next principal persons on board the prize, on printed standing interrogatories prepared by the King's Advocate. The examination at the out-port is made in the presence of one of the Commissioners appointed by the Judge of the High Court of Admiralty, and an actuary appointed by the Registrar, who examine the witnesses, through the medium of an interpreter, touching the particulars of the property of the ship, cargo, and destination.

The examinations are delivered by the Registrar to the King's Proctor, who follows the opinion of his Majesty's Advocate, as to taking out a monition, and commencing proceedings against the captured vessel; and this examinant never knew an instance of a vessel's being proceeded against contrary to the opinion of the King's Advocate.

At the expiration of twenty days from the issuing of the monition, giving notice to all persons to make their claims, or as soon after as the cause can be got ready for trial, it is placed on a list for being heard in its turn. If the capture should be a ship of war, or decidedly the property of the enemy, and no claim preferred, condemnation generally takes place in the course of six weeks; but in regard to ships claimed as neutral property, the proceedings are not so expeditious, depending upon the nature of the case, residence of the claimants, and the facility of obtaining evidence to determine whether the property be neutral or otherwise.

The prize remains undelivered in the port where she arrives until condemned or released, unless the Court, upon representation by affidavit of the perishable state of the cargo, grant a commission for the appraisement and sale thereof; but the ship is never sold till after condemnation.

If the neutral claimant think proper to take the property on giving security, he has a right to do so, agreeably to the value settled by two appraisers named by Commissioners appointed by the Court; one Commissioner nominated by the captor, and the other by the claimant. Upon security being given, the vessel is released.

> "At the commencement of a war, and upon the King's issuing a proclamation for the distribution of prize money, it is the

Previous to May 1798, if no appeal was preferred within three months after the condemnation, and the account of sales was settled. which generally happened within that time, the proceeds were divided amongst the captors; but in May 1798 an Act of Parliament was passed, which extended the time for lodging appeals from three months to twelve, in all cases whatever.

By the extension of the time for lodging appeals, the captors were not only kept out of their prize-money, but in some instances, I fear, claims have been lodged for the purpose of delaying the distribution, and with a view to obtain a consideration from the captors to drop the appeal. It also affords the neutral claimant opportunity to contrive and bring forward fabricated evidence in support of his pretensions.

In cases of appraisement and sale of neutral cargoes, the proceeds are remitted by the Commissioners to the Registrar of the Court of Admiralty, to remain in his hands until final adjudication. But after condemnation, if the claimant chooses to appeal, and declines taking the property on bail, the captors' agents give security, dispose of the goods, and keep the property in their hands until the appeal is decided.

After condemnation (or final decree on appeal), the agents proceed to sell the prize, and within a reasonable time afterwards (perhaps three or four months), make up the accounts for distribution to the captors, giving notice twice in the London Gazette, that the account of sales would be lodged in the Court of Admiralty. At the expiration of ten days from the first notice, another notification is inserted in the Gazette, that payment will be made to the captors at a certain time and place, not less than three days from the date of the notification.

If the ship be in England, the payment is made on board, and the recalls fixed generally at the place where the agents reside.

By recalls is meant, the payment of the parties absent at the time of the general payment, who may respectively, within three years, apply for their shares.

Within three months from the day fixed for payment, the agent is required, by Act of Parliament, to transmit to the Treasurer of Greenwich Hospital an account of the proceeds of the prize, the amount of the sums paid, and of the money remaining in his hands. And, at the expiration of three years, all the unclaimed shares, and forfeited shares arising from desertion, are paid to the Treasurer of Greenwich Hospital, by a list containing the names, qualities, and shares, of those who remained unpaid, and an account of the gross and net proceeds of the prize, and of the charges incurred, verified upon oath. About a month since, by a new regulation of the Treasurer of Greenwich Hospital, the names, qualities, and shares of every person paid, the time when, and to whom paid, are required, as well as all the other circumstances above mentioned.

This examinant further saith, That in 1795, a squadron of his Majesty's ships under the command of Vice-Admiral Colpoys, captured two French frigates and a corvette: That he was one of the agents appointed to act for the Valiant practice of the Officers and companies of his Majesty's ships, on taking prizes, and sending them into port, generally to transmit a letter of attorney to one or more persons to act as their agents, unless they may have made such appointment previous to their proceeding to sea.

and Hannibal, two of the ships belonging to the said squadron; the Hannibal was ordered to the West Indies before a distribution could be made, and was employed on foreign service upwards of four years: That at the expiration of three years from the distribution, he wrote to the Treasurer of Greenwich Hospital, stating the circumstances of the capture, and requesting to be informed whether he might safely keep the prize money in his hands until the Hannibal returned home, or whether the same should be remitted to the Treasurer: in return he was directed to pay in the money, which was done accordingly. When the Hannibal returned to Portsmouth, the Deputy Treasurer of Greenwich Hospital paid to the parties on board the ship their respective shares.

J. P. MAXWELL.

Evan Law.
John Ford.
Henry Nicholls.

The further Examination of James Primrose Maxwell, Esq. taken upon Oath, the 28th of June, 1803.

Have you in general been employed as sole agent for prizes, or have you been joined with other persons not performing any part of the business?—I have often been employed as sole agent; more frequently in conjunction with other persons; but with none who have not taken some part of the business, or been ready so to do.

Have you usually been the acting and efficient agent?—Yes.

What has been the average proportion of the commission you have in general received, where you have been the acting and efficient agent for the captors, after paying such persons as have been joined with you (if any) their respective shares of the commission?—I should suppose, upon a general average, about two-thirds, having been sole agent in many cases; but I never received more than my proportion according to the interest I had in the power of attorney.

What is the usual expense of condemnation of captured and detained vessels in the Court of Admiralty?—I have had bills from 23*l.* to 500*l.*

Is it the practice, when neutral vessels or their cargoes are condemned, to deduct the captors' law expenses from the proceeds, before they are paid into Court, or before security be given for the net proceeds?—No, it is not usual.

What is the usual expense attending the prosecution of a suit in the Court of Appeals?—From 150*l.* to 500*l.* In cases where further proof is required, the expense is very uncertain.

Do you know of any instances of a prize agent having been changed pending a cause, and the property taken out of his hands, and placed into the hands of another person?—No, not to my knowledge.

In cases of condemnation, where appeals are entered, can the captors' agent proceed to sell the vessel and cargo, before he gives security to the Court?—No.

" By the Act of Parliament*, a majority of each class of Officers and men have a right to appoint one or more agents; but they generally appoint the person recommended by the Captain.

" On the arrival of the prize in port, the agent takes possession, and gets the preparatory examinations taken, which are transmitted with the ship's papers to the High Court of Admiralty, directed to the Registrar.

" The depositions taken are commonly those of the master and the two next principal persons on board the prize, on printed standing interrogatories prepared by the King's Advocate. The examination at the out-port is made in the presence of one of the Commissioners appointed by the Judge of the High Court of Admiralty, and an Actuary appointed by the Registrar, who examine the witnesses, through the medium of an interpreter, touching the particulars of the property of the ship, cargo, and destination.

" The examinations are delivered by the registrar to the King's proctor, who follows the opinion of his Majesty's advocate, as to taking out a monition, and commencing proceedings against the captured vessel; and this examinant never knew an instance of a vessel's being proceeded against contrary to the opinion of the King's advocate.

" At the expiration of twenty days † from the issuing of the monition, giving notice to all persons to make their claims, or as soon after as the cause can be got ready for trial, it is placed on a list for being heard in its turn. If the capture should be a ship of war, or decidedly the property of the enemy, and no claim preferred, condemnation generally takes place in the course of six

he cannot. It is requisite to apply for a commission of appraisement to ascertain the value of the prize, and security is given to the Court in double the amount, after which the agent is at liberty to make the sale.

What would be a reasonable compensation to an agent, if he were appointed solely to manage the business of a capture?—I should think three *per cent.* upon the net proceeds, if one agent, and five *per cent.* if two or more persons are employed.

J. P. MAXWELL.

Chs. M. Pole.
Ewan Law.
John Ford.
Henry Nicholls.

---

* 33 Geo. III. cap. 66. sect. 50.

† 33 Geo. III. cap. 66. sect. 23.

weeks; but in regard to ships claimed as neutral property, the proceedings are not so expeditious, depending upon the nature of the case, residence of the claimants, and the facility of obtaining evidence to determine whether the property be neutral or otherwise.

"The prize remains undelivered in the port where she arrives, until condemned or released, unless the Court, upon representation by affidavit of the perishable state of the cargo, grant a commission for the appraisement and sale thereof; but the ship is never sold till after condemnation. If the neutral claimant think proper to take the property, on giving security * he has a right so to do, agreeably to the value settled by two appraisers named by commissioners appointed by the Court, one commissioner nominated by the captor, and the other by the claimant: upon security being given, the vessel is released. Previous to May 1798, if no appeal were preferred within three months after the condemnation, and the account of sales was settled, which generally happened within that time, the proceeds were divided among the captors; but in May 1798 †, an act of parliament was passed, which extended the time for lodging appeals from three months to twelve in all cases whatever.

"By the extension of the time for lodging appeals, the captors were not only kept out of their prize money, but in some instances, I fear, claims have been lodged for the purpose of delaying the distribution, and with a view to obtain a consideration from the captors to drop the appeal. It also affords the neutral claimant opportunity to contrive and bring forward fabricated evidence in support of his pretensions.

"In cases of appraisement and sale of neutral cargoes, the proceeds are remitted by the Commissioners to the registrar of the Court of Admiralty, to remain in his hands until final adjudication; but after condemnation, if the claimant chuses to appeal, and declines taking the property on bail, the captors' agents ‡ give security, dispose of the goods, and keep the property in their hands until the apppeal is decided.

"After condemnation (or final decree on appeal) the agents proceed to sell the prize, and within a reasonable time afterwards (perhaps three or four months) make up the accounts for distribution to the captors, giving notice twice in the London Ga-

---

* 33 Geo. III. cap. 66. sect. 23. † 38 Geo. III. cap. 38.

‡ 33 Geo. III. cap. 66. sect. 31.

zette *, that the account of sales would be lodged in the Court of Admiralty. At the expiration of ten days from the first notice †, another notification is inserted in the Gazette, that payment will be made to the captors at a certain time and place, not less than three days from the date of the notification.

"If the ship be in England, the payment is made on board, and the recalls fixed generally at the place where the agents reside. By recalls is meant, the payment of the parties absent at the time of the general payment, who may respectively, within three years, apply for their shares.

"Within three months from the day fixed for payment, the agent is required by act of parliament ‡ to transmit to the treasurer of Greenwich Hospital, an account of the proceeds of the prize, the amount of the sums paid, and of the money remaining in his hands.

"And at the expiration of three years ||, all the unclaimed shares, and forfeited shares arising from desertion, are paid to the treasurer of Greenwich Hospital, by a list, containing the names, qualities, and shares of those who remained unpaid, and an account of the gross and net proceeds of the prize, and of the charges incurred, verified upon oath. About a month since, by a new regulation of the treasurer of Greenwich Hospital, the names, qualities, and shares of every person paid, the time when, and to whom paid, are required, as well as all the other circumstances above mentioned."

From this account given by Mr. Maxwell, it will have been perceived, that the business of a prize agent, which begins with the first arrival of a captured vessel in port, continues during the suit till acquittal or condemnation ; in case of appeal, till final adjudication ; and is not concluded, where the prize is condemned, till after it has been distributed, and the unclaimed and forfeited shares have been paid over to the treasurer of Greenwich Hospital.

The duties of a prize agent have already been touched upon in the account given of his practice ; but we think it may be of service that we should introduce into this report a more particular statement of them. And we propose to do this by giving extracts from those clauses in the prize act, passed in the thirty-third year of his present Majesty's reign, chapter sixty-sixth, which prescribed the Agent's duty during the last war.

---

* 33 Geo. III. cap. 66. sect. 60.

† 33 Geo. III. cap, 66. sect. 56.

‡ 33 Geo. III. cap. 66. sect. 62.

|| Ibid.

Sect. 51. Every person who shall be appointed agent for any prize taken by any ship of war, or for receiving the bounty thereinafter granted, which prize shall be condemned, shall register his letter of attorney in the court where the prize shall be condemned; and if he refuse or neglect to do so for six calendar months after sentence of condemnation, he shall forfeit five hundred pounds.

Sect. 53. A prize agent, appointed after sentence of condemnation, shall, under the same penalty, register his letter of attorney in like manner, within six calendar months after the date thereof.

Sect. 54. The registrars of the courts shall every year make out copies of the letters of attorney so registered, to be sealed by the Judges with their seal of office, and transmit the same to the treasurer of Greenwich Hospital, there to be registered and inspected gratis; and the charges of such copies, affixing the seal, and transmitting the same, shall be paid by the agent.

Sect. 56. After the sale of any prize, the agent shall give public notification for the payment of the shares to the captors. If the prize be condemned in the High Court, or other Court of Admiralty * *in Great Britain*, the agent shall publish such notification in the Gazette, or some other newspaper of public authority, of the island or place where the prize shall be condemned; and if there be no Gazette or such other newspaper published there, then in one of the most public newspapers of the island or place; and two of the Gazettes or newspapers containing such notification shall be delivered by the agent to an officer of the customs, or principal officer of the port or place where the prize shall be condemned. If there be no public newspaper in the island or place, the agent shall give in two written notifications under his hand. The officer receiving these notifications, shall subscribe them with his name, send one of them by the first ship to the treasurer of Greenwich Hospital, or his deputy, to be there registered, and keep the other in his custody. The agent shall insert in every such notification his place of abode, and the day of the month and year appointed for the payment of shares. These notifications, at home or abroad, shall be published in the manner directed three days at least before any share is paid. After these notifications, if any man's share remain in the hands of the agent belonging to men run from the service, or not legally demanded within three years, such shares shall be paid to the treasurer of Greenwich Hospital.

---

* *Quære*—Whether these words should not have been omitted in this Part of the Act?

Sect. 57. The agent and officer of the customs, or other officer offending against the preceding section, shall forfeit respectively one hundred pounds.

Sect. 59. Agents, after the sale of any prize is completed, and before the time of the first payment of the prize money to be distributed, shall exhibit in the Court in which the prize shall be condemned, or in the High Court of Admiralty, a copy of their accounts of sales verified on oath, to be deposited in the Public Registry of the Court. Every agent who shall neglect or refuse so to do shall forfeit five hundred pounds to the use of Greenwich Hospital.

Sect. 60. Every agent shall, ten days before he exhibits his account of sales in the Registry of the High Court of Admiralty, give notice thereof by advertising twice in the London Gazette.

Sect. 62. Every agent who shall sell any prize, shall, within three calendar months next after the day to be appointed for the first distribution, make out and transmit or deliver to the Treasurer of Greenwich Hospital, an account of the produce of the prize, with an account of the payments of the shares then paid. Every agent appointed to receive bills for the bounty granted by the Act, shall, within three calendar months after the day appointed for the first distribution of such bills, make out and transmit, or deliver to the Treasurer of Greenwich Hospital an account of the distribution of such bills; and every agent who shall sell or dispose of any prize or bounty bill, shall within three calendar months after the expiration of three years limited by the Act, make out an exact account in writing of the produce of the prize and bounty bill, and of the payment of the several shares, with an account upon oath, to be taken before the Treasurer of the Hospital, of all sums of money remaining in the hands of such agent, and deliver to the Treasurer the said accounts so attested upon oath as aforesaid *, together with the money remaining in his hands.

Sect. 63. Every person directed to transmit or deliver any of the accounts before mentioned, who shall neglect or refuse to do so, or who shall neglect or refuse to pay over all sums of money remaining in his hands after the term of three years, to be ac-

---

* By the words underlined, it appears to have been the intention of the Legislature that all the accounts mentioned in this section should be verified by oath; but the account of money remaining in the agent's hands is the only one expressly required to be so verified.

counted as aforesaid, shall forfeit one hundred pounds [*], over and above the money then in such agent's hands.

Sect. 64. If any fraud be committed or suffered in stating any such accounts [†], every person or persons who shall be thereof duly convicted, and his and their aiders and abettors, shall forfeit for every such offence, over and above the penalties and punishments inflicted by this Act, the sum of one hundred pounds.

Sect. 66. Every agent appointed for the distribution of any bounty bill given by this Act, shall publish in the London Gazette, three days at least before the payment or distribution thereof, public notification of the day of the month and year appointed for such payment, and his place of abode.

Sect. 67. This section provides for further notifications of the payment of prize or bounty money, specifying the precise days appointed for such payments, and the agent's place of abode, in cases where prior notifications had been made, not specifying these particulars.

The provisions of the Legislature, stated in the foregoing abstracts from the statute, have apparently two great objects in view; one, to notify and secure to a meritorious body of men the reward of their exertions and gallant actions; the other, to notify and secure to Greenwich Hospital, for the benefit of that noble charity, such shares of prize and bounty money, as by accident or neglect might remain unclaimed, or by desertion and other causes might become forfeited.

The avowed emolument of a prize agent arises from his commission, which is, generally speaking, five *per cent.* on the gross proceeds of captures finally adjudged to be lawful prize. If the goods taken be subject to heavy duties, the amount is sometimes deducted from the proceeds before the commission is charged. We say, the avowed emolument, because we understand this to be the only remuneration for his services, to which he is entitled by usage, where he does not make a special agreement with his employers; but there is a farther emolument enjoyed by him in many instances, which ought not to be permitted, and of which we shall speak further hereafter; namely, the use of the proceeds of captures, to an enormous amount, which frequently remain in his hands many years while appeals are pending. There is reason to believe that he sometimes shares in the sum charged for brokerage, which we consider as improper. It has been stated to us by some of the agents whom we have examined, that the commission is sometimes charged on the net proceeds; but we apprehend, that it is not the usual course, and seldom takes place except by agreement.

---

[*] *Quære.*—If the sum to be forfeited be only one hundred pounds, which seems a very inadequate penalty? and, if a further sum equal to that in his hands (which at all events it would be his duty to pay over), be meant, it should be more clearly expressed.

[†] *Quære.*—If the Legislature meant that the whole amount of the penalty should be one hundred pounds, whether the offence were committed by one or many? and what penalties and punishments are here referred to, the statute not containing any other penal provisions against fraud.

[*To be continued.*

ACCOUNT OF THE
WATER-SPOUT OF GEYSER *, IN ICELAND.

THERE is not, perhaps, a spot upon earth where natural phenomena are more numerous, grand, and various, than in the island of *Iceland*; yet the rigour of its northern climate, its insular situation, and the dangers attending the investigation of the effects of volcanoes and subterraneous fires, have hitherto prevented the examination of its natural curiosities with the minuteness which they deserved. One of the most remarkable of these curiosities, and which has always commanded the admiration both of the native and the stranger, is the water spout of Geyser, which, with several others of inferior note, is found in the neighbourhood of Scalholt, the capital of the island. Mr. Olafsen, a native of Iceland, and Member of the Academy of Sciences at Copenhagen, who lately visited Geyser with a scientific friend, has furnished the following particulars relative to this singular spring: " At the moment of our arrival at Geyser, the water filled the bason, and overflowed on all sides. Immediately after a subterraneous noise was heard, which was the signal for the rushing of the water. In an instant it began to spout, but at this time rose only to the height of about sixty feet. The spouting ceased suddenly, and was frequently renewed at intervals of a few minutes. Its violence diminished gradually, till the bason was entirely empty.

In this situation it continued for a moment, but the vapour and heat of the crater (the water is boiling hot,) prevented us from seeing the bottom. We contrived, however, by means of a plummet, to measure the depth of the bason, which we found to be seventy-two feet. The diameter at the orifice was fifty-seven feet, and at or near the bottom only eighteen, so that it appeared to contract gradually, and terminate in the form of a funnel. We again threw our plummet with the hope of sounding some of the holes that afforded a passage to the water, at first gently, and then with violence. No sooner, however, had the lead reached the bottom, than a body of boiling water was spouted up from the rock, which fortunately did us no injury. Notwithstanding this disappointment, we threw it again, but another spout of water obliged us to retreat with precipitation. Our guide was dreadfully terrified, for it is the opinion of the Icelanders, that no man is permitted to examine these mysterious places, because the powerful spirits who reside in them will punish the rash mortal who attempts to dive into their secrets. But it is evident that the agitation of the air in the little openings at the bottom must derange the ordinary course of the water always ready to shoot up the moment the air is displaced. We several times renewed our attempts to find with the plummet the small openings at the bottom, but in vain. Whether the lead was too large, the holes had a crooked direction, or from whatever other cause it proceeded, we were unable to decide.

---

* Geyser, in the Icelandic language, signifies an enraged madman.

After the spoutings of which we have spoken, and those by our sounding lead removing the air which obstructed the passage of the water, the Geyser continued tranquil during the whole night; the water rose gradually, and the bason was not full till four o'clock in the morning. We continued in the neighbourhood, that we might have an opportunity of witnessing the force of the spout, to ascertain which we had thrown several flags and other stones into the bason.

At length the spoutings were announced by a hollow noise under our feet like the reports of a cannon heard at a distance. Five reports succeeded each other; the second louder than the first, the third than the second, and so on, as if the cannon was gradually approaching. We at the same time felt the earth shake, as if about to swell and burst. Immediately upon the sixth report, the first spout was thrown, which rose to a great height, and after that, every report was the signal for a new spout, in each of which the water was thrown to a greater height than in the preceding. The flags and stones which we had thrown into the bason, were darted up in a thousand pieces, even to a greater height than the pillars of water which terminated always in a point. We had taken the precaution to station ourselves on the side from whence the wind blew, that we might not be incommoded by the thick smoke which would have obstructed our view on the other side. From the commencement we had observed, that at every spout the water which was in the bason was raised, and by this motion overflowed on all sides of the crater, but in a greater degree on the north side, where the water fell into a little valley and formed a rivulet, which, at a considerable distance from the fountain-head, preserves such a degree of heat, that the feet of those animals who may inadvertently pass through it, are often severely burnt.

These spoutings of the Geyser which we witnessed, were of the strongest and most violent nature. Judging by the eye, the highest spouts did not altogether equal the height of the mountain of Langafell, which stands close to the Geyser. The elevation of this mountain is about seventy fathoms, so that the height of the highest spout may be estimated at about sixty fathoms. The surrounding inhabitants, who are in the habit of observing the Geyser, affirm, however, that they have often seen the water thrown up to the full height of the summit of the mountain, and that when this happens, they always apprehend that rainy and stormy weather will follow. The spoutings continued in all about ten minutes, and there was an interval of three seconds between every subterraneous report by which the spoutings were announced, consequently the total number at this time was about two hundred.

Its nature and quality.—With respect to the source of the Geyser, whether the water which it spouts up, comes from the neighbouring mountains, or immediately from the sea, nothing is known with certainty. The former opinion is the most ancient, and perhaps the most rational, as the variations of the spoutings have no fixed period. There is a tradition, that before the present spring existed, there were other water-spouts in the neighbourhood, called Geyser on account of their singular violence, but that an earthquake destroyed these, and at the same time produced the water-spout now known by that name. Without undertaking to answer for the authenticity of this tradition, it may at least be observed, that it infers nothing incompatible with the nature of hot-springs in Iceland, which frequently change the situation of their vents. If the tradition could be relied upon, one might conclude from this circumstance, that there is a subterraneous sea under the cantons, about the mountain of Langafell, from which all the springs are derived; and the excessive heat which it manifests, would seem to prove that this territory encloses a subterraneous fire which is generated in its bowels. This last opinion is corroborated by the testimony of several persons, who affirm that they have often observed the Geyser spout up flames and water at the same time.

The hot water of Geyser has also the property of petrifying, which may be ascertained from the circumstance, that the stones found a little below the crater are filled with stalks of plants and little pieces of wood entirely transformed into a hard and pale-coloured stone. Even in the rock itself from which the spring issues, there are found petrified stalks of plants, and close by it, different sorts of wood, bones of sheep and the dung of horses, transformed into a hard and whitish stone. In a petrifaction of some small leaves of the birch tree, found in this place, the fibres were distinctly visible.

There are several water-spouts of inferior note near the spring of Geyser, some of which have many remarkable properties. One of these, called Seyder, has been denominated *a dry spring*, because its crater or tunnel contains no water, but emits a thick smoke, of which the heat is so intense, that the neighbours employ it to dress their food, either milk or fish. Victuals, according to the assertion of the inhabitants, are dressed here with as much facility as in the hot waters of the other springs, and they contract no strange or smoky taste during the process. A singular fact has been also observed with respect to two other hot-wells in the neighbourhood of Geyser, called Akraver. In throwing the sounding lead into one of them to measure its depth, the water instantly sunk a foot and a quarter, while in the other, upon the same thing being repeated, the water overflowed on all sides.

These wells, together with several others, have been rendered famous by the assertions of several people, who affirmed that they saw birds swimming in them, of the form and size of a mallard, the body of a brown colour, except that there was a white ring very visible round the eye. Those who are still alive, and pretend to have seen these birds, say, that they not only swim, but also dive in the boiling water, and that if any person approaches, they continue a long time under the water, and sometimes cannot be seen to emerge at all. It is difficult to give credit to this circumstance, though so confidently affirmed by numbers of people now alive, whose assertions are deserving of attention. Their plumage, their legs and bills, protected by a callous skin, might endure the boiling water in swimming; but in diving, what is to become of their eyes, unless we should suppose that they possess some callous substance upon their eye-lids, which they must always keep shut while under the water? But further, what can be the quality of the blood of these birds? It is well known, that owing to the properties of their blood, sea birds cannot dive, and if the birds here spoken of do really exist, they must be of an amphibious character, and the discovery of them will be a grand and interesting novelty in Natural History. But without dwelling any longer on this point, it may be dismissed with the observation, that the existence of these birds will be considered as fabulous till discovered and examined by those whose scientific knowledge may preclude the possibility of mistake.

The degree of heat in all these hot springs is almost always the same. In the water, Fahrenheit's thermometer rose to 182 degrees, and out of the water, in the smoke or vapour near the surface, to ninety degrees. Several springs, however, are so much agitated, that it is impossible to introduce the thermometer into the water. But upon the whole, it appears that the water in the springs of which we have spoken, is somewhat hotter than that of the hot springs in the other quarters of Iceland.

NAVAL LITERATURE.

Voyage à la Louisiane, &c.—Voyage to Louisiana, and Travels on the Continent of North America, performed in the Years from 1794 *to* 1798: *containing an Historical Description of Louisiana, and Observations on its Climate and rich Productions; the Character of the Savages; important Remarks on Navigation; and the Principles of the Administration, Legislation, and peculiar Government of that Colony, &c. &c. By* B * * * D * * *. *Illustrated by a Chart.* 1 *Vol.* 8*vo.*

THE title page of this work sufficiently explains its contents. To those who wish to become acquainted with the natural and civil history of Louisiana, it will impart much pleasant and useful information; but we find very little in it that can be considered particularly interesting to a naval reader. The following sailing directions, however, which we have translated, will perhaps be thought worthy of attention:—

After having crossed the ocean, from Europe, and being in the latitude of the old Cape of St. Domingo, we proceed in a westerly course until we perceive the Grange. We then, on the appearance of Cape François, coast along the side of St. Domingo to Mole St. Nicholas, passing between Tortue and Port de Paix. Thence, in a direction south-west by west, we proceed for Cape Maizi, and advance coastwise, by the isle of Cuba, to Cape Cruz. The isle of Cuba juts out to a westerly point, which advances between the two extremities of Dincantin and Florida. Thus it forms two channels, one of which serves in sailing from Europe, the other in returning; for their currents differ, and impel in a contrary direction. In leaving Cape Maizi, we must bear off from the Queen's Gardens, which conceal the greatest dangers, and reach to the Grand Cayman.

Here we must seriously observe, that all the charts represent the isle of Cuba as too short from Cape Cruz to the Isle de Pins. This is so true, that in doubling the Cape, in the direction of north-west a quarter west, we appear to pass it at the distance of ten leagues, standing off to sea; and as it is much more to the west than it is laid down in the charts, the obliquity and extension which it gives to the course of north-west a quarter west, necessarily carries the vessels which take this course on some of the numerous shoals that surround the island, and against which the currents break.

It is our wish, that mariners should be convinced of this fact; for we are persuaded, that a number of vessels have been lost, by ignorantly referring to the charts (French, English, and Spanish) which, by an incredible negligence, have been closely copied one from another; and which, by misleading navigators, have carried them into danger. To avoid error, we should take the direct western course, as all the charts, though correct in latitude, are doubtful as to longitude.

As we speak not without proof, we shall quote the opinion of M. Courrejoles, senior, the ancient engineer in chief at St. Domingo, who has frequently visited Louisiana, and who is familiarly acquainted with the subject. I submitted my observations to him; and, in confirmation of their justice, this officer informed me, that, when commanding a ship of which he was the owner, the master being obstinate, and going entirely by the charts, took his course north-west a quarter west, instead of direct west; and that, towards midnight, a Spaniard, who was on board, happened to perceive, a-head, the Mangle trees which are in the Queen's Gardens. By good fortune, and the most active diligence, the vessel was then saved. Thus my observation appears to be sufficiently important to demand the attention of the reader. The subject is no less than the preservation of multitudes of vessels.

After having left the Queen's Gardens, the Isle de Pins, and the Cape de Corientes, we make Cape St. Antoine, the most westerly cape of the Island of Cuba, and which forms part of Yucatan. Almost opposite is Cape St. Antoine, which is the second extremity of Cuba, as Cape Maizi is the first which we perceive on leaving St. Domingo. Having doubled Cape St. Antoine, we pass directly through the gulf of Mexico into the open sea. The remainder of the passage is well known. The gulf of Mexico appears almost of an oval form, advancing considerably to the west, the peninsulas of Dincantin and Florida marking the two points of its entrance. The tropic of Cancer divides it to the south and north. Mexico is in the former; and, in the latter, in 29°, the Mississipi discharges itself.

In the fine season, it requires only about two months for the most ordinary vessel to sail from France to Louisiana; but the entrance of the Mississipi, resembling the foot of a goose, is crossed by a bar which is frequently changing its place, and which requires the greatest attention: here even the largest ships unload their cargoes by means of vessels appropriated to that service. The situation of the buoy is the most eligible for effecting this business.

The passage from Louisiana to St. Domingo is very easy until we reach the Bahama channel. The currents have there more power than the winds. In leaving the Mississipi, and having doubled Cape de Boue, or the buoy, we sail by the coast, or peninsula of Florida; and, when we have passed the bay of St. Esprit, we make Tortue, which is also on the western coast of Florida. Thence we proceed southerly, constantly sounding, till we find ourselves in the latitude of the Havannah. We then shortly tack towards the Martyrs, and, to double this cape, we form an angle in making the mountain of Matance [*la montagne, ou le pin, ou le chapeau de Matance*], which is perceived to the westward of Cuba. We then go north and south with Matance, and prepare to enter the Bahama channel, where we immediately meet the Caye de Sel, steering in such a manner as to keep in the middle of the stream, between the Caye de Sel and the Martyrs. By this means we avoid danger, and pass safely through. In coming out of the Bahama channel, we make up again, as much as possible, to the north, until we find the winds favourable to tack and bear up to the Antilles, where we wish to arrive.

It requires only fifteen or twenty days, when the wind is fair, to return from Louisiana to St. Domingo; but when the winds are contrary, the passage sometimes occupies a month. From St. Domingo to Louisiana, however, the winds are trade-winds as far as the gulf of Mexico, where they begin to be variable; and we frequently arrive, in the course of eight days, at the buoy.

Poetry.

The following Description of the Dutch Fleet, under RUYTER, *which sailed up the Medway, and burned our Ships at Chatham, is extracted from "State Poems." By* A. MARVELL.

RUYTER, the while, that had our ocean curb'd,
Sail'd now amongst our rivers undisturb'd;
Survey'd their crystal streams and banks so green,
And beauties, ere this, never naked seen:
Thro' the vain sedge the bashful nymphs he ey'd,
Bosoms, and all which from themselves they hide.
The sun much brighter, and the sky more clear,
He finds the air, and all things sweeter here.
The sudden change, and such a tempting sight,
Swells his old veins with fresh blood, fresh delight.

Like amorous victors, he begins to shave,
And his new face looks in the English wave:
His sporting navy all about him swim,
And witness their complacence in their trim:
Their streaming silks play through the weather fair,
And with inveigling colours court the air;
While the red flags breathe, on their top-mast high,
Terror and war, but want an enemy.
Among the shrouds the seamen sit and sing,
And wanton boys on every rope do cling.
With pearly shell the Tritons all the while
Sound the sea march, and guide to Sheppy Isle.
So up the stream the Belgic navy glides,
And at Sheerness unloads its stormy sides.
At Chatham our sick ships unrigged lay,
Like moulting fowl, a weak and easy prey;
For whose strong bulk earth scarce could *timber* find,
The ocean *water*, or the heavens *wind*.
Those oaken giants of the ancient race,
That rul'd all seas, and did our channel grace.
Ruyter forthwith a squadron does untack,
They sail securely thro' the river's track.
Our wretched ships within their fate attend,
And all our hopes now on frail chain attend;
But with her sailing weight a Holland keel,
Snapping the brittle links, does thorough reel;
And to the rest the opening passage shew.
Monk from the bank that dismal sight does view.

* * * * * *

But when the Royal Charles (what rage! what grief!)
He saw seiz'd, and could give her no relief;
That sacred keel, that had, as he, restor'd
Its exil'd Sovereign on its happy board,
And thence the British Admiral became
Crown'd for that merit with his master's name;
That pleasure-boat of war, in whose dear side,
Secure he had so oft this foe defy'd,
Now a cheap spoil, and the mean victor's slave,
Taught the Dutch colours from its top to wave.
Of former glories, the reproachful thought,
With present shame compar'd, his mind distort.

* * * * * *

The Loyal London now a third time burns;
And the true Royal Oak, and Royal James,
Allied in fate, increase with their's her flames:
Up to the bridge contagious terror struck,
The tower itself with the near danger shook.

* * * * * *

Now nothing more at Chatham's left to burn,
The Holland squadron leisurely return;
And spite of Rupert's and of Albemarle's,
To Ruyter's triumph led the captive Charles.
The pleasing sight he often does prolong;
Her mast erect, tough cordage, timber strong,
Her moving shape, all these he doth survey,
And all admires, but most his easy prey.
The seamen search her all within, without,
Viewing her strength, they yet their conquest doubt;
Then with rude shouts, secure, the air did vex,
With gamesome joy insulting on her decks.
Such the fear'd Hebrew captive, blinded, shorn,
Was led about in sport, the public scorn,
BLACK DAY ACCURST! on thee let no man hale,
Out of the port, or dare to hoist a sail,
Or row a boat in thy unlucky hour!
Thee, the year's monster, let thy dam devour,
And constant Time, to keep his course, yet might,
Fill up thy space with a redoubled night!
When aged *Thames* was bound with fetters base,
And *Medway* chaste ravish'd before his face.
Sad chance, since first that happy pair was wed,
When all the rivers grac'd their nuptial bed;
And father Neptune promis'd to resign
His empire old to their immortal line;
Now with vain grief their vainer hopes they rue,
Themselves dishonour'd and the gods untrue.

THE BRITISH BOMB KETCH'S CHALLENGE TO THE FRENCH FLOTILLA.

COME forth from your coverts, ye vaunted flotilla!
Or henceforth your vain gasconading forbear;
If we get you between our *Charybdis* and *Scylla*,
We'll soon make you double the Cape—of Despair.

Come forth, if ye dare, or in mass or division,
For, weary with watching, we long for some sport!
And we'll show you a sample of British decision,
That perhaps will astonish the Consular Court.

Our *Vesuvius* and *Etna* will make an explosion,
That shall strike you with dumbness, dismay, and surprise;
Whilst the smoke of our *Sulphur* will cover the ocean,
And veil from your views every glimpse of the skies.

When our shells drop among you like red salamanders,
And burst loud as thunder wherever they fall—
When our bullets fly hissing around you like ganders—
Alas! for the famous armada of Gaul.

O ye skulkers! of courage so shamefully thrifty,
In menace so mighty, achievements so small,
Come out! and we'll combat you—*one* against *fifty*,
Nay, make us a *score*, and we'll conquer you all.

But you dare not abandon your rocky protection
While the watch-dogs of Britain their station can keep;
For you know if they catch you, your pigmy collection
Would soon be consign'd to the cave of the deep.

BOREAS.

* * *

STANZAS

Written on observing, in the List of the BRITISH FLEET, *the Names of many of our* RIVERS *appropriated to various Ships, and that of* AVON *omitted.*

PROTECT, O Heaven! with many a fav'ring gale,
Our gallant *Navy*—Bulwark of the Isle!
In whatsoever sea is spread the sail,
Upon the *Flag* may stedfast *Victory* smile.

Protect our ships! whatever names they bear,
Severn or *Thames*, the *Cherwell*, or the *Clyde*;
But whilst those rivers such distinction share,
Why is not *Avon's* sacred name applied?

Blest *Avon!* may the oaks upon thy side
Long, long the air with stately honours fill;
And when divested of their verdant pride,
Beneath the conqu'ring *pendant* flourish still!

Lov'd stream! rever'd for him whose sacred page,
The spirit of *Eliza's* days of fame,
Hath given, unabated, to this age,
That ship must triumph which may own thy name.

Mark ye the battle, and its fierce alarms!
With our Fifth HARRY, in his "war-worn vest,
When all the youths of England were in arms,
And Honour's thought reign'd solely in the breast."

Think ye the martial scenes, so highly wrought,
Were tamely witness'd in their earliest hours;
O, no! the nation, by those scenes, was taught—
And HOWARD, RALEIGH *, DRAKE, obey'd their power.

A fervour more extended now has force—
And many a seaman in the watch of night,
While the ship "breasts the waves" and keeps her course,
Draws from the hallow'd verse supreme delight!

O Bard! whilst in our hearts thy warnings lie,
We never at a *Conqu'ror's foot* shall sue;
"The world in arms we proudly may *defy*,
So *England* to *herself* remain but true!"

Isle of Wight,
25*th Dec.* 1803.

FALCONER.

* * *

VERSES FROM EURGILLOS,

ON A LADY'S COMB.

PLOUGH, bark of clouded shell, thy happy way,
Through the bright billows of my charmer's hair;
And, as thou sportest on that perfum'd sea,
Now show thy toothed keel, now hide it there.

---

* Raleigh and Drake were the intimate friends of Shakespeare.

How Cupid slyly lurks beneath the waves,
Form'd by the swelling tresses of her head!
Take heed, O bark! that while the godhead laves
His infant form, thou rufflest not his bed.

Yes, envied shell, thine be it to divide
Those golden tangles, to diffuse the blaze
In plaits, resplendent of that sunny tide,
And give its radiance to the lover's gaze!

Thy task perform'd, then may'st thou proudly rest,
Moor'd in some winding, some fantastic braid,
And with rare pearl, or costly jewels drest,
Be the rich ensign in that port display'd.

~~~

PORTSDOWN,

AND A FLEET JUST SAILING.

SAY, shall fair Cam alone the fiery Muse
Allure from forth her sedgy hall to day?
Or will she on the banks of Thames refuse
To leave her sylvan sport and flow'ry play?
Will she stay there to see the swans display
Their course majestic down the peaceful tide;
Or view Etonian tow'rs, with their reflective pride?

For 'tis not youth, well vers'd in Grecian lore,
That are alone old *Albion's* dear delight;
Far, far from murmur'ing streams the billows hoar
Of mighty seas can fix th' astonish'd sight,
When from the mountain's disenclouded height
She sees, instead of silvery swans below,
Or the trim painted bark, a *British Navy* flow!

'Tis *Portsdown* calls, and bow'rs in vain withstand;
Portsdown, to see your country's glory, cries—
On my bleak top, Muse take thine airy stand;
Revel no more, but feast thy solemn eyes
On that brave Fleet that now before thee lies;
And on that shore, indented with the main,
Where envy hurls her bolts, but hurls them wild in vain,
~~~

'Tis freedom's shield arrests her fiery course,
At once contracting her terrific stride;
And, as the awful lightning's force
Doth at one blow all other glories hide,
So envy from her slippery stand doth slide,
Being home-struck by British freedom's blow,
Which lays supine at once her impious daring low.

'Tis on these waves which compass all this land
Our patriot souls uphold their country's sway;
Here smiles domestic peace, and concord bland,
And here Love's vot'ries dance, and pipe, and play,
For ever cheerful, as each month of May!
But guardians of each door, our Fleets appear,
To make unceasing Spring through all the varied year.

What says the Muse? She smiles, and sweetly sings,
Britain, I love thee long as Freedom loves;
On yon tall masts repose her snowy wings,
While on the bosom of the wave she moves
Like Paphos' Queen, with her attendant doves:
Sea-born and sea-defended she shall rise,
In all her peerless strength, and win congenial skies.

'Mong *Gallia*'s sons her mimic form is seen;
No fixed hue divine her visage wears;
Of a dissembling eye and haggard mien,
Limping with age, though but of childish years,
A rude foul monster of fantastic airs;
Begot by Caliban when grim with blood,
And is of Hecaté the fierce incestuous brood.

Yet she at first no marks parental bore,
But as she sprung to life she met delight,
And with him wander'd all her region o'er,
Look'd innocent as love, and fair as light:
But from her nurse's arms, amid a night,
In which dire Furies stalk'd obscene and wild,
Her parents both rush'd forth, and seiz'd upon their child.

With Circean care the seeds of vice they plant,
And the young shoots they water every hour,
The wily Urchin grows, and looks askant
On each fair shrub and ev'ry beauteous flower,
And only smiles but when the heavens lour:

She stalks abroad, and then the blasted earth
Ceases to nourish life, to curse her hated birth!

Her own and other countries travell'd o'er,
She, with a savage howl and lurid eye,
Standeth oppos'd to Britain's lovely shore,
And bids her subject realm the wave to ply,
And the stout lion's heart to yield or die :—
But yield it cannot—it must die, or live
Free, as of freedom born, the soul's prerogative!

But now I feel myself the freshened gale,
And hear the busy hum of seamen bold;
I see each vessel wear a bellied sail,
And free of port, South-east their steerage hold;
O may their acts by future muse be told!
For sure I am each swelling bosom there,
His country's foe disdains, and all his shafts of war.

Now come, with *Gallia's* force, thou *Boaster* vain,
Dare from thy ports one league to trust the sea;
It is *Britannia* triumphs on the main,
So destin'd from above by *Heaven's* decree;
Come forth, and let it then thy coffin be.
Full oft our thunder on thy shores hath flown,
And victory proudly there, as oft hath been our own.

Not but that, face to face, our soldiers dare
To grasp the sword, or wield the pointed spear;
These gave to Agincourt a deadly blow,
And one to France at Cressy's plain so dear;
Nor yet can Frenchmen see them but they fear,
Witness their banners won on *Egypt's* soil,
The arms they mock'd before, the haughty Crescent's toil.

Yet, sure to hold our enemy at bay,
Ere he pollutes our shores, the seaman's part;
Ere he diverts our children from their play,
Or gives a flutter to the mother's heart;
O *Lusian Henry's* * great and glorious art!

---

* A prince of Portugal very famous in the annals of Navigation and Naval Architecture, and celebrated with much effect by Camoens.

Tho' long ere him, our *Patriot Saxon King* [*]
Perceiv'd that *freedom* fair, from the rough *sea* might spring.

But now the fleet's enwrapp'd in æther blue,
  Scarce the white sail appears to cheer the scene;
They cannot hear me loudly call *adieu*,
  They cannot see me from their bed of green;
  Vapours arise, and they no more are seen!
Here must I then unwilling close my song,
Ere half is sung of those to whom my notes belong.

Pensive, tho' hopeful then the muse survey'd
  The noble vale on either hand that lay,
Fruitful of meadow, water, and of shade,
  Yet more she then did not vouchsafe to say:
  On that old fabric [†], which no vision gay
Could possibly induce, she dwelt awhile,
Wond'ring what long-spent age did rear the massy pile.

One parting glance on Vecti's Isle she threw,
  And was just heard to mutter, there I'd dwell,
But that a native swain, whom well I knew,
  And lov'd to visit in his lonely cell,
  Is thence remov'd, and where, I cannot tell:
His call, however low, at once I'd hear,
And pour with cadence soft sweet music in his ear.

ASYLUM

FOR

SHIPWRECKED MARINERS,

AND THE PROTECTION OF THEIR PROPERTY.

THE subsequent article, extracted from the second Edition of Dr. Fothergill's Essay, is, from its importance, well worthy of a place in the Naval Chronicle:

'The asylum at Bambury Castle,' in Northumberland, exhibits the following plan, highly worthy of imitation by this and every other maritime country:

1. A great gun, a nine-pounder, placed at the bottom of the tower, to be fired in case any vessel be observed in distress; and the signal to

---

[*] Alfred, on his expulsion of the Danes, did all he could to create a dominion on the sea, as far as the infancy of knowledge permitted him.

[†] Porchester Castle, concerning which we have no account when built.

be varied according to the circumstances, in order that the custom-house officers may hasten to give all possible assistance, as well to prevent the wreck from being plundered.

2. In every great storm, two men on horseback are sent from the castle, to patrole along the coast from sun-set to sun-rise, that, in case of an accident, one may remain by the vessel, and the other return to alarm the castle. Whoever brings the first notice of the distress, is entitled to a premium, in proportion to the distance from the castle.

3. A large flag is hoisted when, on the Fern Islands, any vessel is seen in distress, that the sufferers may have the satisfaction of knowing their disaster is perceived from the shore, and that relief will be sent to them as soon as possible. In tempestuous weather, the flag will be kept up; a gun fired morning and evening, and a sky-rocket thrown up, every night, from the north turret, till such time as relief can be sent.

These are also signals to the Holy Island fishermen, who, by the advantage of their situation, can put off for the islands at times when no boat from the main land can get over the breakers. Premiums are given to the first boat which puts off for the islands, with suitable necessaries and provisions.

4. A bell on the south turret will be rung in every thick fog, as a signal to the fishing boats.

5. A large weathercock is fixed on the top of the flag-staff, for the use of the pilots.

6. A large speaking trumpet is provided, to be used when vessels are stranded, or in distress near the shore, of which there have been many instances *.

7. An observatory is erected at the east turret of the castle, where a person is stationed every morning at day-break, in the winter season, to watch the adjacent coast, for vessels in distress.

8. Masters and commissioners of vessels in distress, are requested to make such signals as are usual among persons in their unhappy situation.

The additional accommodations, supplied at this asylum, are,

1. Rooms and beds for shipwrecked mariners, who will be maintained in the castle a week, or longer, according to circumstances; and during the whole time provided with all manner of necessaries.

---

* The patent signal trumpet (lately invented by Mr. Fitzgerald), to which a pistol or piece of ordnance can be screwed, is said to increase the sound to such a pitch, as to render the report of a common cartridge, fired through it, equal to that of a nine-pounder. Such an instrument, therefore, may prove highly useful to mariners in distress.—Repertory of Arts, Vol. XI. p. 100.

As might also the telegraph, which is now so much improved as to give signals by night as well as by day.

2. Cellars for wine and other liquors belonging to shipwrecked vessels, in which they will be safely deposited for one year, in order to be claimed by their proper owners.

3. A store-house for the reception of all manner of goods, stores, or implements belonging to a ship recovered from the wreck. They will be entered in a book kept for that purpose, giving the marks and description of each, with the date when they came on shore.

4. Timber, blocks, tackles, handspikes, rudders, cables, ropes, pumps, and iron, all in readiness, for the use of wrecked vessels, and delivered at prime cost.

5. Various implements for raising and weighing stranded vessels, even of 1000 tons burthen, when sunk on rocks, or in deep water; to be lent gratis to any person having occasion for them, within forty or fifty miles along the coast, on giving proper security to re-deliver them to the trustees.

6. Whenever dead bodies are cast on shore, coffins, and the whole funeral expenses, will be provided gratis.

Such a scheme of disinterested benevolence, supported by princely munificence, and carried on in an obscure corner of the island, without ostentation, is far above all praise! When more fully known, it surely cannot fail to awaken emulation, and give birth to similar asylums in this and other maritime nations.

Gazette Letters.

ADMIRALTY OFFICE, NOV. 29, 1803.

TERMS *proposed by their Excellencies Lieutenant-General William Grinfield and Commodore Samuel Hood, Commanders in Chief of his Majesty's Land and Sea Forces, for the Surrender to the British Government of the Colonies of Demerary, Essequibo, and Berbice.*

Art. I. The Colonies of Demerary, Essequibo, and Berbice, with their dependencies, to be surrendered within twenty-four hours to the arms and protection of the British Government.

Art. II. The fort of William Frederick is to be taken possession of, at ———— by the troops of the British Government.

Art. III. The garrisons in these colonies are to be, and to remain, prisoners of war, until released or exchanged, and to deliver their arms, accoutrements, and ammunition, to the person appointed to receive them; they will be allowed all the usual honors of war; the Officers to retain and wear their swords, and to have their paroles; and the Officers and men their clothing and baggage.

Art. IV. The public stores, store houses, land and revenues, ships and vessels, belonging to the Batavian Republic, are to surrender to the British Government.

Art. V. The private property, as well on shore as a float, of all persons who were *bona fide* proprietors at the time the said possessions were restored by his Majesty to the Batavian Republic, will be respected, and not to be considered as liable to seizure.

Art. VI. The civil laws of these colonies, as far as regards the property and civil jurisdiction, to remain as they now are, until the further pleasure of the King shall be made known.

Art. VII. The council and civil magistrates of the colony, taking the oaths of allegiance to the British Government to remain as they now are, with the exception of such of either, as by their known attachment to the Batavian Republic, would endanger the colonies, by their remaining in places of trust and confidence.

Art. VIII. The government, and the defence of the colonies, belong to the British nation.

WILLIAM GRINFIELD.
SAMUEL HOOD.

GENTLEMEN, *Government-house, Demerary, 18th Sept. 1803.*

I have had the honour to receive your Excellencies' letter of yesterday's date, requiring the immediate surrender of the colonies of Essequibo, Demerary, and Berbice, on the terms transmitted to me by your Excellencies.

In conformity to the constitution of this colony, I have laid your letter before the court of police, and the Commanding Officers of the sea and land forces, assembled in a council of war.

The colony of Berbice being a government entirely distinct from this, I am not competent to answer your Excellencies' letter as far as regards that colony. But in respect to the colonies of Essequibo and Demerary, under my government, I, as well as the other members of the combined council of war, have thought it our duty to propose some terms of capitulation, which we have framed on our part, and to which we entreat your Excellencies' consideration, as conceiving them best calculated for the interest of these colonies: The same will be laid before your Excellencies by a committee from the council of war, consisting of the Commander of Essequibo, Mr. Trotz, a Member of the Court of Police, Mr. Kroll, two Officers, and the Secretary of the colony, which Gentlemen are to wait upon your Excellencies, and are fully authorized to conclude the Capitulation.

I have the honour to be, &c. &c.
A MEERTEKS, Governor-General
of Essequibo and Demerary.

*To their Excellencies the Commanders in
Chief of his Britannic Majesty's
Land and Sea Forces of Demerary.*

By their Excellencies, Lieutenant-General William Grinfield and Commodore Samuel Hood, Commanders in Chief of his Britannic Majesty's Land and Sea Forces in the windward and leeward Charibbee Islands, &c. &c. &c.

Whereas by the articles of capitulation proposed to the inhabitants of Demerary, &c. &c. &c., and accepted by them, which places are now in his Majesty's possession, and the inhabitants thereof are become subjects of his Majesty, we have thought fit, by virtue of the powers and authorities in us vested, to publish this proclamation, hereby permitting and allowing, that from and after the publication hereof, until his Majesty's pleasure shall be made known, that all his loving subjects may lawfully trade to and from such places as are in his Majesty's possessions, subject nevertheless to the same duties, rules, regulations, conditions, restrictions, penalties, and forfeitures, to which the trade to and from his Majesty's colonies, plantations, and islands in the West Indies, is or shall be subject by law; but nothing herein contained shall extend to prevent the importations in Americans, or other neutral bottoms belonging to the subjects of any power in amity with his Britannic Majesty, of provisions cattle, grain, wood of every kind from the United States of America, so long as the same shall be allowed, in pursuance of and under the terms and conditions of the said Articles of Capitulation, or any other privileges or exemptions granted by the said Articles of Capitulation.

It is further ordered and declared, that all commodities being of the growth, produce, or manufacture of the aforesaid places, shall be shipped to Great Britain or Ireland, or any British plantation, in British ships navigated according to law; and it is further ordered, that no produce shall be exported in foreign bottoms, except what may be deemed absolutely necessary, in return for provisions, and that only to the amount of such provisions.

Given under our hands and seals at Head-Quarters,
Demerary, Oct. 2, 1803.

(Signed) W. GRINFIELD.
SAM. HOOD.

By Command,
WM TATUM, Military Secretary.
JNO. TRACEY, Naval Secretary.

Return of Prisoners of War in the Colonies of Demerara, Essequibo, and Berbice.

DEMERARY and ESSEQUIBO.

Artillery.—1 Captain, 3 First Lieutenants, 16 Serjeants, 2 Drummers, 76 Rank and File.

6th Battalion.—1 Major, 4 Captains, 7 First Lieutenants, 1 Surgeon, 1 Assistant Surgeon, 50 Serjeants, 8 Drummers, 194 Rank and File.

7th Battalion.—1 Lieutenant Colonel, 1 Major, 5 Captains, 16 First Lieutenants, 1 Quarter-Master, 2 Surgeons, 1 Adjutant, 4 Assistant-Surgeons, 111 Serjeants, 16 Drummers, 415 Rank and File.

Total.—1 Lieutenant-Colonel, 2 Majors, 10 Captains, 26 First Lieutenants, 1 Quarter-Master, 3 Surgeons, 1 Adjutant, 5 Assistant-Surgeons, 177 Serjeants, 26 Drummers, 685 Rank and File.

BERBICE.

Artillery.—1 Captain, 2 First Lieutenants, 1 Serjeant, 2 Drummers, 41 Rank and File.

8th Battalion.—1 Lieutenant Colonel, 2 Captains, 5 First Lieutenants, 4 Second Lieutenants, 1 Quarter-Master, 1 Surgeon, 6 Assistant-Surgeons, 17 Serjeants, 4 Drummers, 374 Rank and File.

Surinam Company.—1 Captain, 3 First Lieutenants, 2 Second Lieutenants, 1 Cadet, 8 Serjeants, 4 Drummers, 148 Rank and File.

Total.—1 Lieutenant Colonel, 4 Captains, 10 First Lieutenants, 6 Second Lieutenants, 1 Quarter Master, 1 Surgeon, 6 Assistant Surgeons, 1 Cadet, 26 Serjeants, 10 Drummers, 563 Rank and File.

Hippomenes.—3 Officers and 52 men.
Serpent.—1 Officer and 19 men.
Total.—4 Officers and 71 men.

SIR, *Hornet, Demerara River, Sept.* 27, 1803.

I have the pleasure to enclose you the copy of a letter from Captain Bland, of his Majesty's ship Heureux, giving an account of the surrender of the colony of Berbice to the King's forces. Too much praise cannot be given to that Officer and Lieutenant-Colonel Nicholson, for their able and judicious conduct.

I have also much gratification in repeating the cordial good understanding that has existed between the land and sea forces, and whose unremitted attention and exertions on all occasions, by the Officers and men, deserve the highest approbation of their superiors.

Captain Hunt, whose attentive services I have constantly experienced, is the bearer of this dispatch, and will be able to give their Lordships any further particulars.

I have the honour to be, &c.

Sir Evan Nepean, Bart. SAM. HOOD.

SIR, *Heureux, off Berbice, 26th Sept.* 1803.

I am happy to inform you, that his Majesty's forces are in possession of the valuable colony of Berbice. To give you the first information, I dispatched Major Crosier, of the Marines, by land, whose party I landed at the desire of Lieutenant Colonel Nicholson.—The provisional Government and Court of Police sent off their deputies to answer the summons sent them to surrender, and agreed to the Capitulation, which I enclose with the summons.

The Garrison thought proper not to join, nor did they give an answer till we arrived with the British land and sea forces nearly within gun-shot of their works: seeing we were determined, a boat was hurried off to inform us they would surrender, if we would wait till next day, which was agreed to, on our being allowed to go into the harbour that night, and take possession of the shipping, which consists of a very fine national schooner, the Serpent, and several large merchant ships.

From the vigorous exertions and animation of all, and the dispositions made by the Lieutenant-Colonel, I have not a doubt every thing must have fallen in a storm.

I am, Sir, most respectfully,
Your obedient, humble Servant,
LOFTUS OTWAY BLAND.

Commodore Samuel Hood, &c. &c. &c.

20th September, 1803.

Return of Shipping found in the River Demerary.

Hippomenes, Batavian corvette, pierced for eighteen guns.
Sophia; a ship claimed as English property.
Rotterdam; ditto.
Diana; ditto.
Elbe; detained by the Dutch before our arrival under British colours.
Nile, ditto.
Admiral Kingsbergen; a ship, Dutch property.
Aurora; ditto.
Lee-field; ditto.
Maria; ditto.
Wilhelmina; ditto.
Boodes Welfeeren; ditto.
Wilhelmina; ditto.

At Berbice.

Serpent, National Schooner, and five Merchant vessels.
Total.—Nineteen.

ADMIRALTY OFFICE. DEC. I.

Copy of a Letter from the Honorable William Cornwallis, Admiral of the Blue, &c. to Sir Evan Nepean, Bart dated on board his Majesty's Ship the Ville de Paris, off Ushant, the 24th instant.

SIR,

Herewith I send, for the information of the Lords Commissioners of the Admiralty, the copy of a letter from Captain Masefield, of the Atalante, to Captain Elphinstone, of the Diamond, dated the 10th ultimo, which I have this moment received from him.

I have the honour to be, &c.
W. CORNWALLIS.

SIR, *His Majesty's Sloop Atalante, Quiberon-bay, Oct.* 10, 1803.

I beg leave to inform you, in obedience to your signal to chase last evening that part of the Convoy, consisting of two ketches, and one brig, that were running under the point of St. Guildas, I tacked and stood after them in the sloop I command, and obliged them to run on shore off the mouth of the river of Pennerf; and having considered it very possible to cut them out in the night, as the wind was directly off shore, I dispatched Lieutenant Hawkins, in the six-oared cutter, and Mr. Richard Burstal, master, in the five-oared cutter, armed, on that service after it became dark, and stood in with the brig, as near as I could go for the shoal, to protect them. About half past nine, P. M., the boats got up to the above vessels, when Lieutenant Hawkins boarded, and took possession of the in-shore vessel, but found her aground, a number of troops along the beach keeping up a heavy fire of musketry on his boat, assisted by two field pieces, and a party of troops on board the other two vessels (previously embarked from the shore): after cutting her cable, and firing a considerable time on the other vessel near him, found it impossible to do any thing with her, and very properly left her to go to the assistance of the other boat, who had by this time boarded the brig, in defiance of a party of ten or twelve soldiers, with their muskets and sabres, killed six of the troops, hove two overboard, and drove the rest with the crew below. After cutting her cable, finding she was aground, and a light vessel, they returned with both boats on board, not thinking proper, from motives of humanity, to set her on fire, as several people were heard below, supposed to be wounded.

I am exceedingly sorry to inform you, on the first fire of the soldiers, one of our men, Henry Brenman, sail-maker, was killed; and, in boarding, two seamen wounded, but are in a fair way of recovering. When it is considered that Mr. Burstal, the master, the Serjeant of marines, and five other men, boarded this vessel, (with ten soldiers on deck with charged bayonets,) and performed what they did, I trust you will see and admire with me the very resolute and gallant conduct of Mr. Burstal, and the six brave fellows with him: indeed the Officers and crews in both boats deserve the highest praise, though unfortunately out of their power to bring the vessels off, all three being fast aground within half a cable's length of the beach, and the shore covered with troops, keeping an incessant fire with their muskets and the two field-pieces on them. I had the pleasure to see the brig lying on a ridge of rocks this morning, apparently bilged.

I am, &c.

JNO. MASEFIELD.

ADMIRALTY-OFFICE, DEC. 10.

Dispatches, of which the following are Copies, have been received at this Office, from Rear-Admiral Sir John Thomas Duckworth, K. B., Commander in Chief of his Majesty's Ships and Vessels at Jamaica.

SIR, *Shark, Port Royal, Jamaica, Sept.* 29, 1803.

Their Lordships will observe from Captain Walker's Letter, enclosed, that he was induced, when in the Bight of Leogane, to proceed off St. Marc, and take the French Garrison on board, correspondent to Capitulation.

I am, &c.

Sir Evan Nepean, Bart. J. T. DUCKWORTH.

SIR, *Vanguard, off Cape Nicola Mole, Sept.* 9, 1803.

Understanding from General Dessalines that it was his intention to summon the town of St. Marc immediately, which was reduced to the last extremity, I was strongly induced to urge him not to put the garrison to death, which he consented to, and I stipulated with him, that, if they surrendered, he should march them round to the Mole in safety, and that I should appear off the bay, and take possession of the shipping, one of which I knew to be a ship of war.

I received General Dessaline's dispatches about eight o'clock at night of the 31st of October, and got under weigh at one A. M. At day-light we chased a man of war brig off St. Marc, but the wind being light and partial, she got into that place; in the afternoon we perceived a flag of truce coming out, but a heavy squall of wind and rain obliged them to return. The following morning they came on board, and brought a letter from General d'Henin, which I answered by making several distinct propositions, and sent them in the ship's boat as a flag of truce, with an Officer; and Mr. Cathcart had the goodness to take charge of them: about five o'clock the same day the General himself came on board in the boat, and we agreed to a convention; the next day and part of the night we were busily employed in effecting the embarkation of the garrison, &c.; and the whole being completed, General d'Henin and his staff came on board the Vanguard at three o'clock in the morning of the 4th, and we made sail out of the bay.—The situation of this garrison was the most deplorable it is possible to imagine: they were literally reduced to nothing, and long subsisted on horse flesh. I forgot to mention that, on the 1st, we captured the same schooner we had taken on the 26th past, with twenty-five barrels of flour, going to St. Marc, which I took out, and transferring her people, with fifteen soldiers she had on board, to a small sloop we took at the same time, sent her away, and kept the schooner, as she might be eventually useful to us, and she is the vessel I have made over to General d'Henin.

The vessels deliverd to us consist of the Papillon corvette, pierced for twelve guns, but only mounting six, having fifty-two men on board, commanded by Mons. Dubourg, Lieutenant de Vaisseau; the brig les Trois Amis, transport, nothing in; and the schooner Mary Sally, who has between forty and fifty barrels of powder. General d'Henin has given me regular receipts for the garrison, which amounts in all to eight hundred and fifty men.

I have further to inform you, Sir, that on the 5th we captured the national schooner le Courier de Nantes, of two guns and four swivels and fifteen men, commanded by an Ensign de Vaisseau, from Port-au-Prince, with a supply of thirty barrels of flour, and sundry other articles for St. Marc.

I enclose a weekly account; and have great satisfaction in stating, that we are almost well again, not one of the men who came from the hospital has died.

I have the honour to be, &c.

Sir John Thomas Duckworth, K. B. Rear-Admiral of the Red, and Commander in Chief, &c. &c. &c. JAS. WALKER.

SIR, *Shark, Port-Royal, Jamaica, September* 29, 1803.

His Majesty's sloop Pelican having been employed these eight weeks in watching the port of Aux Cayes, Captain Whitby writes me, on the 21st instant, that the General of division, Brunette, had sent off Brigadier-General le Fevre to propose taking off this garrison, but as it appeared that the numbers are beyond what the vessels in the harbour, with the assistance of the Pelican, could effect, Captain Whitby, (of whose assiduity I cannot speak too highly.) agreed on an Armistice of ten days, to communicate with me; and though I had in some degree anticipated the want, by sending the Pique on that service, I have in consequence added the Theseus, and am in expectation, that before the sailing of this packet I shall have to request that, in addition to this, you will communicate to the Lords Commissioners of the Admiralty the Capitulation of the garrison.

I am, &c.

Sir Evan Nepean, Bart. J. T. DUCKWORTH.

SIR, *Shark, Port Royal, Jamaica, Sept.* 30, 1803.

Captain Bligh, whose merits as an Officer are always conspicuous, having, during the time he was senior Officer at the blockade of the Cape, thought it for the good of the service to attack Port Dauphin, I send you herewith his statement of the success, and the capture of la Sagesse, of twenty eight-pounders on her main-deck, and eight four pounders on the quarter-deck.

I am, &c.

Sir Evan Nepean, Bart. J. T. DUCKWORTH.

SIR, *Theseus, Port Dauphin, St. Domingo, Sept.* 8, 1803.

Having found extreme difficulty in preventing small vessels from passing into Cape François with provisions from the little ports on the nothern part of the Island, in consequence of their finding a safe retreat from our pursuit under the batteries of Port Dauphin, and conceiving that port to be of the utmost importance to the enemy, I deemed it necessary to make some efforts for the reduction of the place, and the capture of a ship of war at anchor there. As soon as the sea breeze this morning rendered it impossible for the enemy's frigates to leave their anchorage, I proceeded to Mancherneel bay, leaving the Hercule and Cumberland on their station.

The water being sufficiently deep to allow me to place the ship within musket shot of fort Labouque, situated at the entrance of the harbour, our fire was so well directed, that it was impossible for the guns of the battery to be pointed with any precision, the colours of which were struck in less than half an hour. Another fort in the harbour and the ship being the next objects of our attention, the Theseus entered the port with the assistance of the boats, and having fired a few shot at the ship of war, she hauled her colours down, and proved to be la Sagesse, mounting twenty eight-pounders on the main-deck, and eight four-pounders on the quarter-deck and fore-castle, commanded by Lieutenant J. B. Baruetche, and having only seventy-five men on board.

The Commandant conceiving the place no longer tenable after the loss of the ship, and being under some apprehensions of being exposed to the rage of the blacks, whom he considered as a merciless enemy, claimed British protection, and surrendered the fort and garrison at discretion. Having spiked the guns, and destroyed the ammunition, the garrison and inhabitants, many of whom were sickly, were embarked and landed under a flag of truce at Cape Francois. Being informed by the prisoners that their General Dumont and his suite had lately fallen into the hands of the blacks, and that they were in the most imminent danger, I was induced, from motives of humanity, to solicit their freedom from the Chief of those people, and I had the satisfaction of having my request immediately complied with: they accompanied the rest of the prisoners into Cape Francois. I am, &c.

Rear-Admiral Sir J. T. Duckworth, K. B. JOHN BLIGH.
Commander in Chief, &c. &c. &c.

Copy of a Letter from the Honorable William Cornwallis, Admiral of the Blue, &c. to Sir Evan Nepean, Bart. dated off Ushant the 3d instant.

SIR,

The Acasta joined me this morning. I have the honour to enclose a letter for the information of the Lords Commissioners of the Admiralty, to me, from Captain Wood, which I have this moment received, giving an account of his having captured, on the 2d of October last, the French privateer l'Avanture, of Bourdeaux, and recaptured the two West Indiamen therein named, her prizes.

I have the honour to be, &c.
W. CORNWALLIS.

SIR, *Acasta, at Sea, off Ushant, Dec. 3, 1803*

In pursuance of your orders, at day-break, on the 2d of October, in lat. 48 deg. 19 min. and long. 21 deg. 30 min. west, we fell in with and after a chase of forty five hours, captured the French privateer l'Avanture, of Bourdeaux, of twenty guns and one hundred and forty-four men, with her two prizes, the Royal Edward and St. Mary's Planter, both of the Jamaica convoy. This privateer was laying-to to take possession of the Jane, another of the convoy, and a fourth in sight.

I have the honour to be, &c.

To the Honorable Admiral Cornwallis, (Signed) J. A. WOOD.
&c. &c. &c.

ADMIRALTY OFFICE, DEC. 15, 1803.

Copy of a Letter from the Honorable William Cornwallis, Admiral of the Blue, &c. to Sir Evan Nepean, Bart. dated off Ushant the 1[illegible]th instant.

SIR,

I have the honor to enclose, which you will be pleased to communicate to the Lords Commissioners of the Admiralty, a letter to me from Captain Maitland of the Boadicea, giving an account of his having captured, on the 24th of last month, the French national lugger le Vautour, commanded by Monsieur

Bigot, Lieutenant de Vaisseau, who was charged with dispatches from St. Domingo for France.

I have the honour to be, &c.

W. CORNWALLIS.

SIR, *His Majesty's ship Boadicea, at Sea, Nov. 25, 1803.*

I have the honor to inform you, that last night, Cape Finisterre bearing N. E. distance eight leagues, his Majesty's ship under my command captured the French national lugger le Vautour, commanded by Monsieur Bigot, Lieutenant de Vaisseau, forty-three days from St. Domingo, having a commissaire de marine on board, charged with dispatches from General Rochambeau at Cape Francois. She is a very fast sailing vessel, coppered, and pierced for sixteen guns, had twelve six-pounders mounted, ten of which were thrown overboard in chase, and ninety-two men on board.

I have the honour to be, &c.

Honorable Admiral Cornwallis, J. MAITLAND.

&c. &c. &c.

ADMIRALTY OFFICE, DEC. 17, 1803.

Copy of a Letter from Mr. Gunthorpe, Commander of the Badger Excise Cutter, to Sir Evan Nepean, Bart. dated the 12th instant.

SIR.

I beg leave to acquaint you, for the information of the Lords Commissioners of the Admiralty, that being in Lowestoffe roads yesterday afternoon with the cutter under my command, I received intelligence from the Commander of his Majesty's gun-brig Censor, that he had seen a privateer in the offing in the act of boarding a vessel; in consequence of which information I immediately weighed, and went in pursuit of her; and at eleven this morning captured, after a chase of three hours, (during which time she had nearly escaped, owing to a very thick fog coming on.) le Vigilant French cutter privateer, burthen about fifty tons, belonging to Dunkirk, Citizen Jean Winnor Vanderwalle, Commander, manned with thirty-five men, and had only one swivel on board, besides small arms. She sailed fron Ostend yesterday morning, and had not taken any thing.

I have the honour to be, &c.

M. GUNTHORPE.

ADMIRALTY OFFICE, DEC. 20, 1803.

Copy of a Letter from Rear-Admiral Russel to Sir Evan Nepean, Bart. dated at Yarmouth the 13th instant.

SIR,

I herewith transmit, for the information of my Lord Commissioners of the Admiralty, a copy of a letter which I have received from Lieutenant Browne, commanding his Majesty's gun-brig the Vixen, acquainting me with his having, on the 8th instant, captured the French lugger privateer le Lionnais, of Dunkirk. I am, &c.

T. M. RUSSELL.

SIR, *His Majesty's gun brig Vixen, at Sea, Dec. 8, 1803.*

I beg to make known to you, that this day, at four P. M., Lowestoffe bearing N. W., distance eight leagues, his Majesty's gun-brig under my command, captured le Lionnais French cutter privateer, Jean Joley, Commander, of twenty-one tons burthen, mounting two carriage guns with small arms, and a complement of twenty-one men, out four days, but had not made any capture.

On removing the crew I found the vessel in so bad a state, with every appearance of blowing weather, that I deemed it prudent to destroy her.

I am, &c.

Rear-Admiral Russel. PHILIP BROWNE.

Copy of a Letter from Vice-Admiral Patton to Sir Evan Nepean Bart. dated in the Downs the 19th instant.

SIR,

The Basilisk gun vessel has arrived, having captured a French gun-boat: a copy of Lieutenant Shepheard's letter you will receive herewith.

I have the honour to be, &c.

PHILIP PATTON.

SIR, *His Majesty's gun-brig Basilisk, Dec.* 18, 1803.

I have the honour to acquaint you, that, cruising off Calais, agreeable to my orders from Rear-Admiral Montagu, I this morning, at day-light, chased a lugger, and at noon came up with and captured the French national gun-boat No. 436, mounting one brass eighteen pounder forward, and a howitzer abaft, commanded by Lewis Sautoin, Ensign de Vaisseau, with seven sailors and a Captain, and twenty-seven soldiers of the 36th regiment of the line. She sailed the day before from Dunkirk for Boulogne.

I have the honour to be, Sir, &c.

(Signed) W. SHEPHEARD.

Philip Patton, Esq. Vice-Admiral of the Blue,
&c. &c. &c.

CHRONOLOGICAL SKETCH OF THE MOST REMARKABLE NAVAL EVENTS OF THE YEAR 1803.

JANUARY.

11. A GREAT storm, in which the Hindostan Indiaman was lost on the Culvers, off Margate.

MARCH.

3. The City of London presented a superb sword, and the freedom, to Sir James Saumarez, in honour of his victories over the French and Spanish fleets off Algesiras and Cape Tresalgar.

8. A Message was sent by his Majesty to Parliament, stating, that military preparations were carrying on in the ports of France and Holland, and that his Majesty judged it expedient to adopt precautions for the security of his dominions.

9. Addresses of thanks to his Majesty for his most gracious message were moved in both Houses of Parliament, and unanimously agreed to.

11. A fifty-two pounder, taken by the British troops from the French in Egypt, was this day (the anniversary of the battle of Alexandria) placed in St. James's Park before the house of the master gunner.

— The Determinée, conveying the 81st regiment to Jersey, was lost on a sunken rock near Normont Point. Forty persons were drowned.

25. The House of Commons, in a Committee on a Message from his Majesty, voted an annuity of 1,200l. to Sir James Saumarez for his eminent services in the late war.

MAY.

16. A Message from his Majesty was delivered to both Houses of Parliament, informing them of the rupture with France.

— General Andreossi embarked at Dover for France.

18. Lord Whitworth arrived in London from Paris.

20. Lord Nelson, in the Victory, accompanied by the Amphion frigate, sailed from Portsmouth, to take the command of the Mediterranean fleet.

25. The French Government issued an arreté, constituting all Englishmen, between 18 and 60, found in the French territory, prisoners of war.

JUNE.

17. A Message from his Majesty was delivered to both Houses of Parliament, informing them of the extension of the war to the Batavian Republic.

18. Another Message from the King recommended the raising a large additional force for the defence of the country.

22. St. Lucia taken by the British forces under the command of Commodore Hood and General Grinfield.

23. The London Gazette of this date contained a notification of the blockade of the Elbe.

30. The island of Tobago surrendered to his Majesty's forces.

JULY.

1. The Resistance frigate, of 36 guns, was totally lost on Cape St. Vincent. The crew were saved.

— The island of St. Pierre was taken possession of by Captain Malbon, of his Majesty's ship Aurora.

6. The Minerva frigate, of 44 guns, was lost off Cherbourg on a sand bank, but the crew were saved.

10. A Prayer for the protection of this Country and Government against foreign violence, and for the preservation of unanimity at home, in defence of our liberties, laws, and religion, was read in all the churches in the kingdom.

20. A meeting of the subscribers to Lloyd's Coffee-house opened a subscription for rewarding the defenders of the country, and relieving the relations of those who fall in battle. The first sum subscribed was 20,000l. 3 per cent. Consols, from the funds of the Society of Lloyd's Coffee-house.

21. The Seine frigate, of 42 guns, was wrecked on a sand-bank near Schevelling. The officers and crew finding it impossible to save the vessel, set fire to her.

26. The London Gazette of this date contained a notification of the blockade of the Weser by his Majesty's ships.

30. Admiral Bruix, on his appointment to the command of the French National flotilla at Boulogne, published a vapouring Proclamation, threatening the invasion of this country.

AUGUST.

13. The London Gazette announced the blockade of the ports of Genoa and Spezia.

17. By order of the Privy Council, general reprisals were granted against the ships of the Ligurian and Italian Republics.

SEPTEMBER.

4. The garrison of the Fort of St. Marc, in the island of St. Domingo, surrendered to his Majesty's forces.

6. The London Gazette notified the blockade of Havre-de-Grace, and the other ports of the Seine.

8. The garrison of Fort St Dauphin, in St. Domingo, surrendered to his Majesty's forces.

14. The town of Dieppe and St. Vallery en Caux were bombarded by Captain Owen, of his Majesty's ship Immortalité.

15. The town of Granville was bombarded by the squadron under the command of Sir James Saumarez.

19. The Dutch colonies of Demerara and Essequibo were taken possession of by his Majesty's forces under the command of General Grinfield and Commodore Hood.

24. The Dutch colony of Berbice surrendered to his Majesty's forces.

28. The town and port of Calais were bombarded by a squadron under the command of Captain Jackson, of his Majesty's ship Autumn.

OCTOBER.

2. The ship Victory, of Liverpool, in going out of that port, was lost on the Hoyle. There were fifty-nine persons on board, of whom only twenty-two were saved.

10. The town of Funchal, in Madeira, was greatly damaged by a deluge. A considerable number of lives were lost, and much property destroyed.

NOVEMBER.

4. Bonaparte having arrived at Boulogne, proceeded to inspect the preparations made on the French coast for the invasion of England. At the same time the French gun-boats were bombarded, and obliged to take shelter under their batteries from the attacks of the British vessels.

5. The first capture of one of the enemy' gun-boats, constructed for the invasion of this country, was made by the Conflict gun-brig. The prize was brought into Deal.

7. General Baird, who commanded the storming party at Seringapatam, and who afterwards conducted through the Desarts of Arabia the British forces sent from India to co-operate in the conquest of Egypt, landed at Falmouth. The General had been taken, on his return from India, by a French privateer, and recaptured by the Sirius frigate at the entrance of the harbour of Corunna.

22. The boat of the Hecate bomb upset on the Reculver, near Margate, in consequence of which accident Lieutenant Parsons, the Master, and four sailors, were drowned.

ENUMERATION

Of the Vessels of War of various Descriptions announced in the London Gazette to have been captured from the Enemy, or destroyed, since the Commencement of the present War.

May 18. L'Affronteur lugger, mounting 14 long 9-pounders, was taken by his Majesty's ship Doris, Captain R. H. Pearson.

28. La Francoise frigate, of 44 guns, taken by the Minotaur, Captain Mansfield.

— L'Ambuscade, (formerly the British frigate Ambuscade,) of 32 guns, taken by the Victory, Captain Sutton.

29. L'Impatient, of 20 guns, captured by the Naiad, Captain J. Wallis.

— La Felicitée French cutter privateer, a Dutch West Indiaman, a Dutch galliot, and a French brig, captured by the Hind revenue cutter, Capt. Stenhouse.

— A small French privateer taken by the Boadicea, Captain Maitland.

June 3. The Betsey, French national brig, and two Dutch galliots, captured by the Russell, Captain R. Williams.

13. L'Espiegle lugger privateer taken by the Eling schooner, Lieutenant Archbold.

14. L'Inabordable schooner, and le Commode brig, two gun-vessels, were driven on shore on the French coast near Cape Blanc Nez, by his Majesty's ship Immortalité, Captain Owen, and afterwards taken possession of by the boats of that ship, and the Jalouse and Cruiser sloops, under a heavy fire from the shore.

— L'Arab brig, of 8 guns, taken in the Mediterranean by his Majesty's ship Maidstone, Captain Moubray.

18. La Colombe corvette, of 16 guns, taken by the Dragon, Capt. J. Aylmer.

24. Le Marengo cutter privateer, taken by the Albion hired cutter, Lieutenant Wright.

25. La Phœbe cutter privateer, taken by the Hydra.

— L'Enfant Prodigue schooner corvette, pierced for 16 guns, taken by the Emerald off St. Lucia.

— La Bacchante corvette, of 18 twelve-pounders, taken by the Endymion, Captain Paget.

26. La Pelagie privateer taken and scuttled by the Doris, Captain Pearson.

27. The French national brig la Venteuse, mounting four long 18-pounders and 6 brass carronades, was boarded and taken under the batteries of the Isle de Bas by three boats, commanded by Lieutenants Temple and Bowen, from the Loire frigate, Captain Maitland.

29. Le Dart armed brig taken by the Apollo, Captain Dixon.

— La Mignone corvette, of 18 guns, cut out from Cape Nichola Mole by the boats of the Goliath, Captain Brisbane.

July 1. La Creole frigate, of 44 guns, with General Morgan, his Staff, and 530 French troops, besides the crew, captured off Cape Nichola Mole by the squadron under Commodore Bayntun.

4. La Providence schooner, laden with cannon and timber, cut out from the Saints, near Brest, by the boats of the Naiad, Captain Wallis.

8. L'Alcyon, of 16 guns, captured in the Mediterranean, on her return from a special mission to Alexandria, by the Narcissus, Captain Donnelly.

11. The Lodi brig taken, after an action of half an hour, by the Racoon brig, in Leogane roads.—Five other small vessels were taken by the Racoon between the 5th and 15th of July.

13. Le Furet lugger privateer, of Boulogne, taken by the Constance, Captain Griffiths.

16. Le Felix schooner privateer, of 16 four-pounders, taken by the Amazon, Captain Parker.

— L'Adour French store-ship, of 20 guns, taken by the Endymion, Captain Paget.

23. L'Oiseau French national schooner, of 16 guns, captured off St. Domingo by the Bellerophon, Captain Loring.

— Le Leger French national schooner, taken by the Alarm private ship of war, Captain de Parton.

24. Le Duquesne, a French 74, captured by the squadron blockading Cape François.

— L'Aiguille brig, of 16 guns, taken by the Bellerophon, Captain Loring.

25. The Courier de Terre Neuve privateer taken by the Plantagenet, Captain Hammond.

26. La Venus privateer, of Bourdeaux, pierced for 28 guns, taken by his Majesty's ship Thunderer.

27. L'Epervier brig, of 16 guns, taken by the Egyptienne frigate, Captain C. E. Fleming.

30. L'Atalante privateer, of Bourdeaux, of 120 men and 22 guns, taken by his Majesty's ship Plantagenet, Captain Hammond.

Aug. 1. Le Favori French national lugger taken by the boats of his Majesty's ship Hydra, Captain Mundy, off Havre.

2. De Haasje Dutch national brig captured at sea by his Majesty's ship Caroline, Captain Paget, and sent to St. Helena.

6. A letter from Commodore Hood, of this date, states the capture of two row-boats belonging to Guadaloupe; one by the government boat of the island of Dominica, the other by the jolly-boat of l'Eclair schooner.

— Le Messager lugger cut out from within the rocks of Ushant by the boats of the Ville de Paris.

14. La Fanny cutter privateer taken by his Majesty's ship Jamaica, Captain Rose.

17. The boats of his Majesty's ship Cerberus, under the command of Lieutenant Mansel, having made an attack on the enemy's vessels in Concale bay and St. Cas bay, cut out one boat out of the former, and seven out of the latter place.

— Le General Moreau schooner privateer, of 16 guns, captured by the Endymion.

— Le Desespoir lugger privateer taken by his Majesty's sloop Wasp.

Sept. 1. The Papillon corvette, pierced for 12 guns, les Trois Amis transport, and the Mary Sally schooner, delivered up to Captain Walker, of the Vanguard, on the capitulation of Fort St. Marc, in St. Domingo.

5. Le Courier de Nantes, a small French national vessel, taken by the Vanguard, Captain Walker.

8. La Sagesse, of 28 guns, captured off Fort Dauphin by the Theseus, Captain Bligh.

— Les Quatre Fils privateer, of Nice, taken off Cape Spartel by the Juno, Captain Richardson.

— L'Espoir privateer, of 6 guns, captured, and the Two Friends, from Mogadore to London, recaptured by the Joseph hired cutter, Lieutenant Gibbons, in company with the Maria privateer of Guernsey.

10. La Caille schooner privateer taken by the Bittern sloop, Capt. Corbet.

11. The Lord Nelson East Indiaman (captured thirteen days before by a French privateer,) was retaken after a smart action by the Seagull.

12. L'Oiseau cutter privateer taken by the Argo, Captain Hallowell.

17. Hippomenes Batavian corvette pierced for 18 guns, and twelve merchantmen, surrendered at the capitulation of Demerara.

20. La Caroline privateer captured by the Constance frigate, Captain Griffiths, in the Elbe.

— The Sapent Batavian national schooner, and five merchantmen, taken on the surrender of Berbice.

29. A squadron of the enemy's gun-boats proceeding from the eastward to Boulogne, was attacked by his Majesty's ship Leda, and two of them driven ashore and destroyed.

— An armed sloop taken between Dunkirk and Nieuport by the Jackall gun-brig, Lieutenant Leaver.

Oct. 2. L'Avanture privateer of Bourdeaux was captured, and two West Indiamen retaken, by his Majesty's ship Acasta.

— L'Alert privateer brig of Bourdeaux captured by l'Aigle.

10. Two armed ketches and a brig were driven on shore in Quiberon bay by the Atalante sloop.

27. Les Sept Frères privateer driven on shore and destroyed off Dunkirk by the boats of the Merlin, Captain Brenton.

31. A gun-brig and one of her convoy were driven on shore on the rocks off Boulogne by the Admiral Mitchell cutter.

Nov. 8. The French national gun-boat, No. 86, lugger-rigged, was captured by the Conflict gun-brig, Lieutenant D. Chambers.

15. Thirty sail of French small craft were driven ashore on the rocks of Cape la Hogue by the boats of his Majesty's ship Poulette, with the assistance of the Liberty brig, and a brig, a lugger, and a sloop taken.

24. Le Vautour French national lugger, of 16 guns, was taken by the Boadicea, Captain Maitland.

28. La Bayonnaise French frigate, of 32 guns, driven on shore in the bay of Finisterre (where she blew up) by his Majesty's ship Ardent, Captain Winthrop.

Dec. 8. Le Lionnais, French cutter privateer, captured and destroyed by the Vixen gun-brig, Lieutenant Browne.

12. Le Vigilant French cutter privateer taken by the Badger Excise cutter, Captain Gunthorpe.

18. The French national gun-boat, No. 346, taken by the Basilisk gun-brig, Lieutenant Shepheard.

19. Four of the enemy's gun-boats, full of troops, driven on shore near Dunkirk by the Speculator hired lugger, Lieutenant Young.

Admiralty Sessions.

JANUARY 20.

THIS day a Session of the High Court of Admiralty was held at the Old Bailey, where Sir W. SCOTT presided, and Doctors ARNOLD, ROBINSON, and other learned Civilians were present. Mr. Baron HOTHAM was also present, for the purpose of trying Prisoners by the Jury who were summoned for that purpose.

The Grand Jury being assembled, Sir W. SCOTT delivered a short charge to them, after which they withdrew.

While they were out, *Peter Long* was brought to the Bar, and the Clerk of the Arraigns addressed him, saying, " You were convicted and attainted, in the High Court of Admiralty, on the 7th of June 1798, of felony and piracy; what have you to say for yourself, why the Court should not award the execution of your judgment?"

The Prisoner—" I obtained his Majesty's pardon on condition that I should transport myself. After I had obtained his Majesty's pardon, on condition of transporting myself, I went off to my family, who lived in France. I afterwards traded, and returned to this country. I made several voyages. I was here last May, at the beginning of the war, and therefore I was obliged to remain in this country until I could get a passport. I went to the Mayor of Plymouth, and made a declaration before him, saying, that I lived in France, and that my family was there; that I wanted to go there. There was no suspicion of my coming into this country with any bad views. I wanted to go away as soon as I could. I obtained a passport and I intended to go to my family in France, but I could not find a neutral vessel to go out in. I was obliged to remain at Plymouth, where I was stopt and sent up to London."

The Court observed, that whatever effect this account might have in a higher quarter, they could not give it any, and therefore the Prisoner was ordered to be remanded in execution of his judgment.

The prisoner was remanded accordingly.

The Grand Jury then brought a Bill, not found, against *John Gibson*. There being no other Bill before them, they were discharged; as were also the other Jury, who had been summoned for trying Prisoners.

Seven prisoners were discharged, on condition they shall appear at the Admiralty Session when called upon, and give evidence against *John Derbyshire* and *John Goldsmith*.

Three prisoners were discharged upon entering into recognizances of 500l. to appear to take their trials when called upon.

John Gibson was discharged on account of the Bill against him not being found, and his prosecutor being called and not appearing, his recognizance was ordered to be estreated.

MONTHLY REGISTER
OF
Naval Events.

POLITICAL RETROSPECT.

> "So when Eliza reign'd, Hispania sent
> Her fleets against this tempest-guarded land;
> But Heaven's tremendous blast dispers'd their force,
> Like chaff before the eddying whirlwind's wings."
>
> WILCOCKE.

OF politics, whether foreign or domestic, the past month has exhibited very little that is new. The First Consul has again made a tour to the coast, and has again returned to Paris; but what his journeying amounts to we have not been able to discover. Certain it is, however, that his idea of invading England is not relinquished; for, on the contrary, each successive account from the French and Dutch ports indicates more strongly the alacrity, vigour, and extent of his preparations. Conjecture would weary itself by attempting to point out the time or place of the attempt; and, unless Ministers should resolve on some offensive operation, we have only to wait in silent expectation for an event which cannot fail of redounding to the honour of Englishmen.

The armaments of Russia, it now is asserted, are for the protection of her ally, Denmark. We do not believe that Denmark will be attacked by Buonaparte; but, for whatever purpose the Emperor Alexander may take up arms, it cannot fail of being to the general interest of Europe.

The disputes between Austria and Bavaria are not, nor are likely to be, settled: it is still the general opinion, that they are fomented by Buonaparte.

The subject which at present most agitates the public mind is the prospect of a war with Spain. The most recent private advices from Madrid speak of it as an inevitable event; and it is known that, a few days ago, after the sitting of a Cabinet Council, dispatches, supposed to be of importance, were sent to Mr. Frere, the British Ambassador at the Spanish Court. We know not what degree of confidence to assign to this speculation. We cannot help wondering, however, that the present gloomy, disturbed, and unpropitious peace has so long subsisted; and can never reconcile ourselves to the timid policy which has withholden a more determined line of conduct.

The intelligence from India, respecting the capture of Linois' squadron, has not been contradicted; but it is not so generally believed as at first.

Of naval events in particular, we have nothing farther to observe, than that the brave and persevering Cornwallis, who, by stress of weather, was compelled to quit his station for a few days, immediately returned to Brest, where he found the French fleet precisely in *statu quo*. Various captures of gun-boats, privateers, &c. have been made, but nothing of importance has occurred.

Mr. Wickham, from the alledged cause of ill health, has retired from the Secretaryship of Ireland; and Sir Evan Nepean, the late Secretary at the Admiralty, has been appointed in his room. Mr. Marsden succeeds Sir Evan Nepean, and Mr. Tucker has been appointed Second Secretary at the Admiralty.—The Hon. Wm. Elliot and Mr. Garthshore have resigned their seats at the Board, and have been succeeded by John Lemon, Esq. and Sir Harry Burrard Neale.

Since the above was written, intelligence has reached town, that the French have completely evacuated St. Domingo; that they have surrendered to the British arms; and that several ships, and prisoners, with dollars to a considerable amount, have fallen into our possession.

BELL ROCK.

At a general meeting of the incorporation of merchants and traffickers of Leith, on the 9th Jan. 1804, the following gentlemen were elected into office, viz.—

Archd. Geddes, Esq. Master.
Assistants:

John Watson, Esq.
William Sibbald, Esq.
James Scarth, Esq.
William Douglas, Esq.
John Dudgeon, Esq.
James Pillans, Esq.

At this meeting the thanks of the incorporation, with a handsome piece of plate, were unanimously voted to Captain Joseph Brodie, of his Majesty's navy, for his patriotic exertions and unwearied zeal and perseverance in erecting a beacon on the Bell Rock.

We regret that a beacon, or light, on the Bell Rock, the want of which has occasioned the loss of many valuable lives, and much property, has not been long ago erected at the public expense; and we are convinced our readers will be gratified by the following short statement of what Captain Brodie has so disinterestedly done at his own expense for the public good.

Captain Brodie long thought the object practicable, and in December 1791, he presented to the public the model of a beacon which was submitted to and approved of by the members of the Trinity House at Leith, and meeting also with the approbation of the Lord Provost of Edinburgh, a subscription was proposed to be set on foot, to defray the expense of Captain Brodie going to London on the business, provided he should not meet with support from the public institutions there.

The following letter to the Master of the Trinity House at Leith will shew the reception Captain Brodie met with at the Trinity House, London:

SIR, *Trinity House, London, Jan.* 19, 1792.

"Mr. Joseph Brodie has delivered to this corporation your letter of 28th December last, with the opinion of the incorporation of shipmasters of Leith, on his models of a beacon with two bells, and a buoy, on a construction to carry a flag. And Mr. Brodie having attended and explained the uses of them to the board, I have their directions to acquaint you, that though this kind of beacon might not be useful in all cases, yet there is no doubt it would be of great service in the Bell Rock.

"With respect to the model of the buoy, the Board being of opinion, that the construction of it has a great deal of merit, and that it may be useful on those sands which are distant from the land, have directed one to be made agreeable to the model, and under the direction of Mr. Brodie, in order to ascertain its utility on one of the sands in the Channel.

I am, &c.

" CHAS. WILDBORE."

Having received this public testimony of approbation, Captain Brodie was not reimbursed for his expenses, and owing to particular circumstances, his designs were for a while suspended; but this delay did not diminish his ardour to accomplish his object, and in 1798, he constructed the model of a beacon of iron, to be covered with lead to prevent corrosion. This was also submitted to the consideration of the Trinity House at Leith, and sent by Captain Brodie to most of the towns in Scotland, to London, and several of the sea ports on the east coast; and he wrote to the Commissioners of the Northern Lights, with the model, offering to undertake the erection, but got no reply.

In 1801 he was called to the command of his Majesty's ship *Volcano*, ordered to join the expedition to the Baltic. At the end of the war he returned home, and immediately determined to prove his design practicable, by erecting a beacon at his own expense, to ascertain the force of the sea over this dangerous rock. For this purpose, he embarked in July 1802, on board a vessel, with nine men, but bad weather obliged him to return, after being several days at sea. He again made the attempt in August, and after some days dangerous labour, succeeded in fixing a beacon on the rock, which was visible five miles distant. Although this was soon after stolen, Captain Brodie was not discouraged; but set out a third time, and erected another, which stood longer than he expected; and, it is said, was the means of saving his Majesty's brig *Kite* from being wrecked on the rock.

About this time one hundred and fifty pounds were subscribed in Leith and Edinburgh, to assist in defraying Captain Brodie's expenses in endeavouring to carry his plan into effect on a larger scale; and in September 1802, Captain Brodie hired a vessel, and sailed from Leith for the rock, with forty men; but the weather proving stormy, after ten days beating about, he was obliged to come back without getting any thing done. He, however, again embarked, but only got a part of the iron work fixed, being again forced to return, after expending half the sum subscribed. The tempestuous weather prevented his proceeding till June 1803, when he once more set out with two vessels, and, assisted by boats from Arbroath, got two of the spars erected at the imminent risk of the lives of those employed. The vessels were put up the Frith, leaving their anchors and cables, and the boats into Craill, by the heavy gales, which also demolished the greater part of the work on the rock. But so soon as the wind abated, Captain Brodie again returned to his task, which, as he could not get any vessel to attend him, he completed in open boats from Arbroath, 12 miles distant from the rock.

This was the first attempt to mark such a situation, and this beacon was seen twelve miles off, which is double the distance any beacon erected on a shoal can yet be seen. The construction is quite new, and composed as it was almost entirely of wood, it weathered all the severity of the winter storms, until the tremendous gale of the 20th ult. unfortunately carried the greatest part of it away; but it sufficiently proves that a similar erection of iron would be permanent: and we trust that the unremitted exertions, and generous sacrifice of time and money made by Captain Brodie for the public weal, will meet the reward they so deservedly merit. Those who have property at stake are extremely interested in getting this beacon erected; and every friend to humanity and his country must be greatly more so, in a measure so evidently calculated to preserve the lives of our brave seamen.

~~~

NOTICE TO MARINERS.

There is a temporary lantern erected on the Light-house of the Old Head of Kinsale, near the entrance to the harbour of Cork, in place of the late coal light. The light is from oil lamps and reflectors, and may be observed equally steady in storms and calms, and does not flash and disappear, like the light from coals.

Naval Courts Martial.

PORTSMOUTH, DECEMBER 30, 1803.

This day a Court Martial was held on board the Gladiator, on Lieutenant R. CRAWFORD, of the Diomede, for absenting himself from the said ship without leave. He was sentenced to be reprimanded, and admonished to be more careful in future.

A Court Martial was also held on JOHN ROBERTS, Purser's Steward of the Aurora, for having embezzled a quantity of spirits, and selling it to the ship's company; and on R. PRINCE (who assisted in the Steward's room), as an accomplice in the theft. Roberts was sentenced to be mulcted of his pay, and one year's confinement in the Marshalsea; and Prince was acquitted.

Lieutenant FORSYTH, late of the Buffalo, at New South Wales, has been tried by a Court Martial, on charges preferred against him by Lieutenant INGLIS, of the same ship, and has been sentenced to be placed at the bottom of the list of Lieutenants. He was very near the
~~~

head of it. Lieutenant Forsyth has applied for a Court Martial on his prosecutor, and the witnesses in support of his charges are on board the Zealand, at the Nore.

PLYMOUTH, JANUARY 14, 1804.

This day a Court Martial was held on Captain **HEATHCOTE**, on board the flag ship, for the loss of his Majesty's sloop la Suffisante, of 16 guns, on Spike Island, in the harbour of Cork, on the 25th of December last, in a violent gale of wind; when, after hearing the evidence for and against Captain H., the Court acquitted him of any misconduct in the loss of the said sloop of war.

SHEERNESS, JANUARY 18, 1804.

THIS day a Court Martial was held at Sheerness, on Captain **SNELL**, and the Officers of the Avenger, for the loss of the said sloop, off the Weser: they were all acquitted but the pilot, who was reprimanded for ignorance.

PLYMOUTH REPORT,

FROM DECEMBER, 25, TO JANUARY, 24, 1804.

Dec. 25.—Sailed la Moucheron, 18 guns, on a cruise to the westward. Came in from the Downs, the Eagle Excise cutter, Captain Ward. This morning at 11 o'clock it began to blow a dreadful hurricane at S. W., and at day-break presented in the Sound, Catwater, and Hamoaze, a frighful spectacle; several ships that came in yesterday from sea for shelter, and anchored in Catwater at 11 A. M. ran foul of each other; the Malta's prize got on shore near Deadman's bay, and two other vessels are stranded on the beach, providentially no lives were lost; it is hoped if the weather moderates the Malta's prize will be got off. A man, in going through the gates of the citadel to the lower fort, by the violence of the wind was forced through, and fortunately escaped inevitable death by the gates suddenly closing. The sea makes a clear breach over St. Nicholas's island; the lower fort and lunetto batteries of the citadel, and the spray is fairly driven over the higher fort at the flag-staff battery. Fortunately there is not a ship in the sound of any description. In Cawsand bay the men of war ride very well, being sheltered by Poulet point. One P. M.—The gale still increases with redoubled violence, and a dreadful hollow sea in the sound. Some guns have been fired of distress in Hamoaze; but it is only some transport that drove a little.

26. Arrived the Royal Sovereign, of 110 guns, from the Channel fleet, with the loss of her main and mizen topmast, and the Impetueux, of 80 guns, Captain Martin, from a cruise off Brest; it is stated that she has sprung all her masts; also the Doris, of 36 guns, from a cruise. The Channel fleet, from the gale of wind of yesterday, we have reason to fear, may have experienced much damage, and we may expect to hear of their having bore up for Torbay, as the gale was so extremely violent, that it must have been impossible for them to keep their station. Half past four P. M. this moment going into Cawsand bay, his Majesty's ship Foudroyant, of 80 guns, from the Channel fleet, whether damaged or not we cannot discover. The Malta's prize, wrecked in Catwater, near Deadman's bay, in the violent storm of yesterday, was lesDeux Amis French ship, from Martinique to Bourdeaux, her cargo was 178 hogsheads of sugar, and 38 casks of coffee. She was an old ship, 22 years since she was launched, and was safely moored when the storm began, with her anchors and cables a-head; so that no blame can attach to the prize-master, who, with the crew, narrowly escaped with their lives. After she parted, struck, and bilged, at five P. M. her stern frame came out bodily, and she soon went to pieces; but

as the cargo was floating in shore, and the weather had moderated, a guard of Colonel Longmead's battalion of Plymouth Volunteers, consisting of a Captain, two subalterns, and forty rank and file, was turned out, and did duty with great alacrity all night over the remains of the wreck, though the sentinels were obliged to fire several rounds of ball cartridges to keep off the water pirates' boats, which were skulking in shore to plunder; but they thought proper, on being struck, to sheer off. The sea ran so high at 11 A. M. that though 100 guineas were repeatedly offered to any pilot to carry off to the Deux Amis a spar, cable, and anchor, no one would venture, as the sea made a clear breach over Victualling point, and both piers, up to the chain posts. A large brig, with staves, was also wrecked, and a sloop in Stonehouse Pool. Fortunately there are as yet no accounts received of any lives being lost. Many houses were unroofed—bricks, tiles, and shingle stones were flying about in all directions, to the annoyance of foot passengers. The squadron of six sail of the line in Cawsand bay are ready for the start, if the enemy should be out, at a moment's warning. The damage done in Catwater, among the shipping in general, is very great, by the loss of anchors and cables, and striking against each other in breaking adrift; many of them got ashore, but in such situations, that after the gale abated, they were floated off, with damage to their bottoms, and loss of rudder; other vessels experienced a more melancholy fate, and among them the Unity, Captain Webber, from Liverpool, for Jersey, laden with coals and pipe staves, which was driven ashore in Deadman's bay, and in less than an hour was beat to pieces, and the cargo, except a few staves, totally lost: the crew of this vessel were all saved, though one of them with much difficulty, who was sick in the cabin, and went down in her; but by the special intervention of Providence, he floated from thence, and was saved from that inevitable fate that seemed to await him.

27. The gale of wind has again increased with great fury to a hurricane, accompanied with a heavy hollow sea. Fortunately no damage has yet been done to the shipping, as they were all prepared against it since the gale of Sunday last. Some of the hogsheads of sugar of les Deux Amis, wrecked on Sunday, have been saved. Came in this morning several ships from the Channel fleet, which they left all well last Saturday on their station. The men of war which arrived here received some damages in the late gales, but not of such magnitude as was first mentioned, though the officers all agree that the violence of the late storm was, while it lasted, dreadful. The ships arrived are the St. Josef, 110, slightly damaged in her top-gallant-mast; Impetueux, 84, shipped several heavy seas abaft, and sprung her mizen-mast a little; Royal Sovereign, 110, sprung her fore-top-mast; Foudroyant, 84, lost her fore top-sail-yard and top-gallant-mast, with some slight damage in her upper works; Doris, 36, all well. They all came too in Cawsand bay, where, when the weather moderates, the above damages will be soon repaired, and they will be all ready to join the fleet again. The Doris made a signal for assistance to the telegraph on her arrival last evening, which was answered; and several lighters from the Dock-yard were immediately sent into Cawsand bay, loaded with spars, spare anchors, cables, cordage, and guns of all sorts, for the use of the men of war, which arrived in Cawsand bay early this morning. The Impetueux, of 80 guns, which came in yesterday, was at one time during the gale on Sunday last with her quarter-deck guns in the water, and had several of her upper deck ports driven in by the break of one sea; she was so much on her beam ends, that it was feared she never would right. The Royal Sovereign, of 110 guns, also experienced great distress, and was accompanied to this port by the Doris frigate. The Foudroyant, of 80 guns, was the most to leeward of any of the fleet, and great fears were entertained for her safety. The Ville de Paris, of 110 guns, Admiral Cornwallis, was seen off the Lizard yesterday beating down to her old station.

28. Came in the Boadicea, of 38 guns, Captain Maitland, from a cruise, with the loss of mizen mast, main and fore-top-masts, and flying jib boom, by the very severe gale of wind, on Saturday last, off the Lizard. The Boadicea

saw yesterday off the Start, the Ville de Paris, of 110 guns, and two others of the line, then standing to the northward, supposed to be going into Torbay. The Boadicea, two days ago, passed a ship of about 300 tons burthen, with all her masts gone by the board. Came from Hamoaze to the sound, the Jamaica, of 24 guns; and Pickle of 10 guns. Came in the American brig Friendship, Captain John Ingraham, from New York, for this port, with tar and turpentine; crew all healthy: she has lost all her boats, and other stores that were moveable, having had them washed off the deck on Sunday last during the gale; she has also experienced other damages, by an almost continual gale from the time she left New York; this vessel spoke three sail of the line off Scilly yesterday, it then blowing a heavy gale. There are now in Cawsand bay ten sail of the line, several of which need much refitting. At six last evening, the storm gradually subsided, and by eight the wind shifted to W. N. W. and southed considerably, but the eleven sail of men of war had, by way of prevention, struck yards and top-masts, and lay snug. Yesterday the Fanny brig, of Poole, disabled in her main-top mast, came in from sea, and got embayed among the breakers, under Withy Hedge in the Sound; in trying to work into Catwater from the Sound, she missed stays, and fortunately she let go her anchor, which brought her up close to the rocks, and the crew cut away her masts. A signal of distress was flying, when one of the trawl boats with an anchor and cable worked out from Catwater at half tide, the sea running very high, and with great difficulty put five men on board her, and got up a topsail to the stump of the after-mast, and succeeded in towing her under the Victualling-Office, between the two piers, and this morning the weather having moderated, she was towed betwixt the pier-heads into Sutton Pool, and moored in safety.

29. It blew a hurricane all night and this morning, at S. W., and now, two P. M., blows hard. A galliot, name unknown, came in from sea, and in turning up Catwater, missed stays, and had nearly gone ashore among the breakers in Deadman's bay; if the weather moderates, she may ride out the gale; if not, she must go ashore, and be broke to pieces. The Niobe, 44 guns, did not come in yesterday, nor the San Josef, 110 guns on Monday: it was a mistake of the look-out man. It was the Thunderer, 74 guns, which with the Doris, 36 guns, makes out eleven sail of men of war riding in Cawsand bay. Went down from Hamoaze into the Sound, and sailed directly on a cruise, the Jamaica, 26, and Pickle schooner, 14.

31. Came in the Culloden, 74 guns, Captain Dacres, having experienced the fury of the gale on Sunday and Tuesday last in the Channel; she shipped several seas, and had a part of her cabin windows knocked in, but no other damage.—Letters received here from Admiral Cornwallis, dated 27th, which came yesterday morning, state, that the Ville de Paris, San Josef, and Dreadnought, were then between the Lizard and their station off Brest, for which they were then endeavouring to stand forward; wind S. W. blowing hard.—But this morning an express arrived at the Victualling Office, from Torbay, which states, that the above vessels were obliged to bear up for that station on Wednesday night, and arrived there yesterday, all well, after experiencing very dreadful weather. The killers from the slaughter-house here, set off express to assist the killers at Torbay, in getting fresh beef for them; and lighters are taken up here to send round to Torbay, with beer, as the persevering and gallant Cornwallis talks of going to sea, and resuming his station off Brest in a very few days, and has actually ordered all the ships in Cawsand bay, that can be got ready, to join him on his appearance off this port, at the shortest notice. The wind is S. S. W. and at present there is no chance of its shifting to the eastward; there need not therefore be any apprehensions entertained of the enemy's fleet and transports getting out of Brest, while the wind remains in this quarter.

Jan. 1, 1804 Arrived Count Bernstoff Danish East Indiamen, for Copenhagen, from Batavia, in damage by the late gales of wind. The Foudroyant, 84, ran down a Dutch galliot in the Channel, but the crew were saved. Came in, a perfect wreck, Atalante, 16 guns, from a cruise off the coast of France; she lost her main and mizen top-masts, and threw all her guns overboard to lighten her; fortunately she cleared off shore, and arrived safe in the Sound.

2. An express arrived here this morning to Admiral Sir J. Colpoys, K. B. and to the Victualling Office, from the gallant Admiral Cornwallis, dated yesterday noon, Torbay, stating that he was then getting under weigh for his station off Brest, with the Ville de Paris, 110, San Josef, 110, and Foudroyant, 98, two frigates, and two gun-brigs; they were joined off this port by the Neptune, 98, Captain Drury, and Colossus, 74. Wind E. S. E. weather moderate. The killers of cattle for the contractors for the fleet arrived just now from Torbay; when they left the bay yesterday at noon, Admiral Cornwallis was clear of it with his little squadron, perfectly refitted.

3. Sailed to join Admiral Cornwallis's fleet of Brest the Colossus, of 74 guns; the Prince, 98, Capt. Grindall; l'Aigle, 44; Acasto, 48, Capt. Wood; and Endymion, 44, Hon. Capt. Paget, are all warped down to the lower moorings, where they must remain till there is more wind. as it is now quite calm, and like a summer's day. The King's pilots went on board the ships last night, but returned at ten A. M. on shore, as they could make no hand of it, and particularly as the Prince is a heavy ship, and draws a great deal of water — Went up the harbour to repair her damage, the Boadicea, of 44 guns, Capt. Dashwood. The Venerable, of 74 guns, is completely stripped, and ready to go into the first vacant dock.—The docks of this yard are quite full of ships, repairing for active service.—Remain in Cawsand bay the Foudroyant, of 84 guns. Royal Sovereign, of 110 guns, Terrible, of 74 guns, Impetueux, of 84 guns, Mars, of 74 guns, Conqueror, of 74 guns, Minotaur, of 74 guns.—In Barn Pool, Doris, of 44 guns.—The ships in the bay are getting ready fast, and will join singly the Channel fleet, according to the order of the gallant Cornwallis, when he passed the port on Sunday last.

4. Last night the Terrible, of 74 guns, Captain Lord H. Paulett, had a blue Peter flying at the fore all day, as a signal for all officers to join the Channel fleet. At five P. M. last evening the Endymion, of 44 guns, Hon. Captain Paget, and Acasta, of 48 guns, Captain Wood, succeeded, as there was some wind, in warping into the Sound; also sailed to join the Channel fleet.—At noon a beautiful new-built ship, the Wembury, of this port, laden with sundry prize goods for London, viz. cotton, spirits, vitriol, &c. lying in Hamoaze, was discovered to be on fire below; the floating engines of the Dock-yard were soon under weigh, and all the boats of the men of war, to tow her on the west mud, Milbrook Lake: this was effected, and she was soon aground, out of reach of doing any mischief to the men of war or the Dock-yard. It is supposed she will burn and smother to the water's edge, as the nature of her cargo makes it difficult to extinguish the fire or smoke of these combustible articles, though the great floating engine was of essential service.——She is now, 4 P. M. smoking midships, and presents an awful spectacle. It is providential this accident did not happen in the night, as it might have been of serious consequence to the men of war, &c.

5. This morning the Prince, of 98 guns, Captain Grindall, went down the harbour in a fine stile, all the boats of the master's attendant and yard being present on the occasion; she came to in Cawsand bay: in consequence of which Rear-Admiral Erine, as second in command, shifted his flag to the Temeraire, of 98 guns, Captain T. Harvey, almost ready for sea, only waiting for men hourly expected round from Liverpool. Sailed to join Admiral Cornwallis's fleet, the Minotaur, of 74 guns, Captain Marsfield. Blue Peter is still flying on board the ships in Cawsand bay, of which there are now only six sail of the line left; viz. Royal Sovereign, of 110 guns; Impetueux, of 84 guns; Mars, of 74 guns; Foudroyant, of 84 guns; Conqueror, of 74 guns; and Prince, of 98 guns. The fire on board the Wembury was got under at 5 P. M. yesterday, by great exertions; the damage, it is supposed, will not be so great as was at first apprehended, though, had the fire happened in the night, the consequence might

have been fatal to the shipping to leeward.—She had gone from Catwater in the morning to Hamoaze to wait for convoy, when the accident was first discovered. Sailed for Exmouth, with prize goods, viz. oil, vitriol, brandy, &c. the Favour, Goreman; and Hannah and Susan, Halman.

7. Came in a French *chasse marée*, with brandy, prize to one of our cruisers on the coast of France. The Foudroyant, of 84 guns, Rear-Admiral Graves, and Mars, of 74 guns, Captain J. Sutton, attempted to sail last night; but the wind had quite lulled, and was then, as it is now, a stark calm. It is supposed, when it freshens, the above ships will sail directly. The trawl boats spoke the West India convoy off the Edystone two nights since under the Courageux, of 74 guns, Rear-Admiral Dacres, all well, standing down Channel, wind scanty, but fair.

8. Dispatches have been received at this port, from the gallant Cornwallis, dated last Wednesday, and also from Officers of different ships, which mention his safe arrival off Brest, on his station, with the Ville de Paris, of 110 guns, his own ship, St. Josef, of 110 guns; and Dreadnought, of 98 guns; and was joined by the few ships that separated, and had stood to the westward when the gale commenced; he has since been joined also by five sail of the line from Cawsand bay; and this morning the Impetueux, of 84 guns, Captain Martin, sailed to join Cornwallis, having refitted her damages.—When the indefatigable naval hero appeared off Brest, he found that the French squadron in the outer road, frigates and transports, had *most gallantly maintained their station* against the *gale* of *wind*, and were actually found in *statu quo*, drying their sails, &c. from the effect of the late storm.—Came in the Santa Margaretta, of 36 guns, from a cruise in the Channel. She did not receive any damage in the gale of the 25th and 27th ult.—Came in the Teutonia, of and from Embden, Captain M. Bandeluim, for Surinam, laden with sundry merchandise.—Sailed the Mars, of 74 guns, to join the Channel fleet.—Came in the Leander, of and from Great Yarmouth, bound to Dublin; and Eagle, of Ipswich, from ditto, bound to this port, both laden with barley: they were captured last week off the Deadman, by the Suwarroff French privateer of Dunkirk, and recaptured on the coast of France by the Jamaica, of 24 guns, which ship is also arrived.

9. It has blown all night a dreadful gale of wind at S. W., but it has abated this afternoon. A sloop is supposed to be wrecked under the rocks of the Citadel, which sailed for Guernsey yesterday, before the gale, as a mast and several pieces of a vessel, with many empty ankers of seven gallons and a half, were found this morning washed ashore by the surf on the rocks of the Hoe, and every soul perished. Came in this morning to Cawsand bay, a line of battle ship; but it blew so hard, could not learn her name; but from her length it is supposed to be the Impetueux, of 84 guns, which sailed yesterday, and was forced back by the tremendous gale of last night. Came in the Loire, of 48 guns, with the loss of her mizen-mast, which she carried away in chase of a large French frigate west of Scilly some days since. The Charwell, of 18 guns, Captain Dumaresque, which came in on Friday, sailed on Saturday night, and put back this morning, from the violence of the gale of wind. Remain in Cawsand bay as before, and in the Sound, the Niobe, of 40 guns; Loire, of 38 guns; Santa Margaretta, of 36 guns; and Charwell, of 18 guns.—Five P. M. The gale much abated. Wind W.

10. Arrived la Loire frigate from a cruise, with the loss of mizen-mast. Sailed the Jamaica frigate on a cruise.

11. The different ships in Cawsand bay are now just ready for sea, and will sail the first fair wind to join Admiral Cornwallis's fleet off Brest.

12. Arrived from the Channel fleet, the San Josef, of 112 guns, Rear-Admiral Cotton, to repair the damage she received in the late gales of wind; and as the gallant Cornwallis has now with him thirteen sail of the line, several frigates, sloops of war, and cutters, the San Josef, of 112 guns, was ordered into

Cawsand bay, where she will soon be ready to join the fleet again: she left the fleet all well on Monday last, and the French fleet in *statu quo*. Rear-Admiral Brine, of the red division, who has his flag as second Port-Admiral here, is appointed Commissioner for paying ships afloat in Cawsand bay, the Sound, and Hamoaze, *vice* Rear-Admiral Dacres, who goes to the West Indies as second in command. Came in a rich Batavian East-Indiaman, five months from Batavia, for Amsterdam, laden with silks, cinnamon, pepper, &c. valued at 100,000l. prize to the Mayflower privateer, of London, and was captured steering for a Spanish port.

14. Yesterday evening arrived his Majesty's frigate Naiad, of 38 guns, Captain Wallis, after a cruise of fifteen weeks off Ferrol and Corunna, during which she experienced many heavy gales of wind and very bad weather; yet the persevering and gallant Pellew, with his squadron, kept his station throughout the whole of the dreadful hurricane off the coast of Spain. The Naiad left Sir Edward and his squadron all well on their station so late as last Sunday, consisting of the following ships, viz. Tonnant, of 84 guns, Sir E. Pellew, Bart.; Malta, 84 guns. Captain Butler; Spencer, of 74 guns, Hon. Captain Stopford; Ganges, of 74 guns, Captain Freemantle; Dragon of 74 guns, Captain Griffith; Ardent, of 64 guns, Captain Winthorp; Hussar, of 36 guns, Captain P. S. Wilkinson; Nimble cutter, of 14 guns, Lieutenant J. Coghlan; and Sheerness cutter, of 14 guns, Lieutenant Lessly; they were then close in with the harbour of Ferrol. Positive orders have been received by the French Admiral in that port from the French Government to effect a junction with the Corunna squadron at all risks; but the active vigilance of Sir Edward Pellew and his squadron, notwithstanding the heavy gales of wind which have blown him several times off his station, has effectually prevented the intended junction of the two squadrons. The Dragon, of 74 guns, Captain Griffith, which sailed from Cawsand bay to join Admiral Cornwallis, was detached by him to reinforce Sir E. Pellew. The Naiad carried dispatches to the gallant Admiral, and found him all well with his squadron off Ushant on Tuesday, and left him on Tuesday evening. The French squadron in Brest outer road, from the report of the in-shore look-out ships, had not made the least indication of any movement.

15. The Dutch East-Indiaman, captured by the Mayflower privateer, was seen by part of Commodore Sir E. Pellew's squadron, in the hurricane of the 25th, towards the evening, but night favoured her escape, and in the course of two days she fell into the hands of the above privateer; she is extremely valuable, and is 600 tons burthen: she is gone up Hamoaze. The Flora, of New York, with a cargo, supposed Dutch property, sent in here, detained by the Acasta, 40 guns, Captain Wood, is released, and ship and cargo restored to the owners.

17. Several volunteers and impressed men have arrived, and are distributed among the ships fitting for sea in Hamoaze; some hundreds more are hourly expected. The Venerable of 74 guns, was towed into dock, last night, by torch-light: should she want much repairs, it is thought her Officers and crew will be paid off: at present, they are on board the Rippon. The Plantagenet, of 74 guns, was forced into Penzance bay in the gale of the 25th ult.; but her gallant Commander, the Hon. Captain de Courcy, sailed again, as soon as the weather permitted, to regain his station off Brest, where, unsupported, he absolutely blocked up the French squadron for two days, in the discharge of which important duty he was found by the ships, as they joined, alone on his station, as if the look-out ship of the in-shore squadron.

19. The Boadicea, of 44 guns, Captain Dashwood being quite ready for sea, went down the harbour into the Sound, there to wait for further orders as to her destination.—Came in from a cruise to the westward, the Pegasus, and with a convoy, the Eagle Excise cutter, from the eastward.

21. Came in from off Brest, in damage, the Dreadnought, of 98 guns; Neptune, of 98 guns (main-top mast gone); Plantagenet, of 74 guns; a frigate, name unknown; the Plover, of 16 guns; it blows so hard we cannot learn what

news they bring.—Arrived the Indefatigable, of 44 guns, Captain Moore. Last evening the wind veered to S.S.E. and blew with a fury, if possible, more violent than in the hurricane of the 25th ult.; it increased to a violent tempest before ten o'clock, accompanied with a heavy rolling hollow sea; the men of war in Cawsand bay and the Sound rode hard, but had struck yards and topmasts; the frigates in the latter roadstead began to drive, and were obliged to veer away more cables; one of them, the Boadicea, of 44 guns, run foul of la Loire, of 48 guns, Captain Maitland; she was obliged to cut away her foremast and bowsprit; on clearing the wreck, distinguished both frigates; and la Loire letting go another anchor was brought up under Withy Ledge in safety, though all the ships rolled gunnel, and sometimes head under water. The Jane, Weyers, of Plymouth, laden with tar, turpentine, &c. from thence for Liverpool, is on shore on Stokes bay to the Eastward of Plymouth, totally wrecked, and the captain and crew drowned. A yard lighter, which, on hearing signals of distress, was going down the harbour with spare cables, anchors, spars, &c. missed stays near the rocks of Two Caves, under the Hoe. In endeavouring to get into Mill bay, to avoid the fury of the storm, she struck on a ledge of rocks, bilged, and went down. Two men were drowned, and two others thrown on the rocks by a violent sea, which left them nearly breathless. Towards morning the gale abated a little, but the sea exhibited a melancholy and frightful spectacle; wrecks of all descriptions floating about, viz. masts, bow-sprits, yards, top-masts, &c. Catwater was quite covered with the remains of some trawl boats, and lighters which went down at their anchors, and were drove on the rocks. A Swedish brig cut away her masts, and an English brig bilged on the rocks near Tourn Chapel. The sea made a breach over a house at Teat's-hill. Both piers on the counterscarp ditch are carried away, and the root of the citadel. Most of the houses in the citadel were unroofed, and several houses in the town in the same situation. Chimnies were blown on several skylights, which were demolished, and bricks, pantiles, and shingle stones were flying in all directions. Arrived the Berwick, Welsh; and the Two Friends, from Barbadoes. They sailed from Tortola on the 3d of December, in company with 51 sail, under convoy of the Chichester man of war, and parted about a month since.

22. The effects of the late tempest, as far as can yet be learnt, have been dreadful. The Fearless gun-brig, No. 12, Lieutenant Williams, and a dock-yard lighter, were obliged to cut from Cawsand bay, and were both driven on the rocks near Redding point, where all hands must have perished but for the caution and active assistance of some Cawsand fishermen with lanthorns and ropes. The Salvador del Mundo, of 112 guns, the flag-ship in Hamoaze, actually, by the violence of the wind, dragged her moorings twice her length in Hamoaze. A brig was seen water-logged off Whitsand bay, with four men lashed to the stump of her mast above water, with signal of distress flying; but she foundered, as no assistance could be rendered her from the violence of the storm. The gale might be termed a whirlwind, as it blew several empty legats and pipes, from the victualling-office quay into Catwater, and two pipes were actually blown into the air, like balloons, and hurled over the pier into Sutton Pool. Came in a tender with men for the fleet from the westward, and was in the gale of Thursday night. The master declares, that the roar of elements was so violent at one period, that it seemed as if the horizon had been the mouth of a cannon fired off, the noise nearly stunning him and his people. The men of war which came in yesterday were, the Neptune, of 98 guns; Terrible, of 74 guns; Plantagenet, of 74 guns; Impericuse, of 38 guns; the Plover, of 18 guns; Swiftsure, of 16 guns; and Seagull, of 18 guns.

23. Came in from Beerhaven bay, the Northumberland, of 74 guns, Hon. Captain Cochrane. She left Rear-Admiral Sir R. Calder and the British squadron, all well, a few days since, but they had experienced very rough weather in the late gales of wind. The Northumberland brings the pleasing and satisfactory account of the safe arrival there of the Spartiate, of 84 guns, Captain Manley, on the 16th instant, after having been missing from Commodore Sir E. Pellew's squadron since the 24th ult., the day previous to the hurricane of the 25th, when she was seen to leeward by a part of Sir Edward's squadron

Great apprehensions have been entertained for her safety, which are now providentially done away by her arrival at Beerhaven, after experiencing very foul weather for upwards of three weeks in the western ocean. Yesterday la Loire, of 48 guns, Captain Maitland, damaged in the tempest of Thursday night, got up a stump of a jury fore-mast, and went up the harbour to refit, and get in a new bowsprit and foremast, carried away on Thursday last by the Boadicea, of 44 guns, running on board her when all the frigates dragged their anchors in the Sound by the violence of the wind and sea. La Loire was full of naval stores of every description for the squadron on the Irish station, which will, of course, be put on board some other frigate ready for sea. The Plantagenet, of 74 guns, Hon. Captain de Courcy, split the greater part of her sails to pieces in the violent gale of Thursday night. Went up the harbour to refit, the Pegasus, of 28 guns.—Four P. M. The weather begins to assume a gloomy appearance; it blows hard at S. W. Came in l'Aigle, of 44 guns, from a cruise; and the Rambler, of 18 guns, Captain Innes. The latter brig has been missing some time past, having been driven to the westward in the late gales. She came to in Cawsand bay. Arrived the American ship Suffolk, of Richmond, Captain H. Moore, from Virginia, for orders. She first touched at Falmouth, and sailed thence for Bourdeaux, where no communication with the shore was permitted, on account of her having touched at an English port: sailed again to Falmouth, and thence returned to Bourdeaux; but the same cause existing there as before, she sailed for this port, and is now performing quarantine.

24. Came in with dispatches from the Hon. Admiral Cornwallis, the Eagle cutter, 14 guns, Captain Adams: she left all well last Sunday, off the Lizard, endeavouring to gain their station off Brest, the Ville de Paris, 112, Hon. Admiral Cornwallis; Dreadnought, 98, and Colossus, 74, having encountered the fury of the hurricane of the 19th. and obliged to bear away, but without receiving damage. Went up the harbour to refit, the Indefatigable, 44, Captain Moore. By accounts from the coast above Winbury, near the Bolt Tail, the remains of a large brig was seen washed on the sands, supposed in the gale of the 19th, and all hands perished. Several chests of books, mostly good editions of the classics, have been washed ashore, but no trace is found as yet where she was, or where she came from; there were also on board, which washed ashore, several boxes of gilt paper, &c.

PORTSMOUTH REPORT,

FROM DECEMBER 26, TO JANUARY 24, 1804.

Dec. 26. Arrived the Decade and Tribune frigates from a cruise, and Wolverine sloop of war, with two transports, from Plymouth. Sailed the Cerberus on a cruise.

27. Arrived the Britannia cutter, Lieutenant Smith, with dispatches from Sir James Saumarez, at Guernsey. Came in the Sylph sloop of war, Captain Goat, from a cruise; and the Eling schooner, from the Downs. It has blown very hard the whole of this day; but without any damage to the shipping at Spithead. The Argo is repairing the damages which she received by a West Indiaman running foul of her. The Diomede, of 50 guns, Captain Larcom, is ordered to join Lord Keith, in the Downs. The West India ships remain at Spithead without any convoy. It is supposed the same two ships (Courageux and Reinard) will be re-appointed as soon as we have recovered from the panic of Friday last.

28. Arrived the Britannia cutter, from Weymouth.—Wind S. W.

30. It is reported that an armed brig came in at the west of the Isle of Wight yesterday afternoon, with a pendant and ensign, passed through Spithead, and went out at the east end. Notwithstanding she was several times fired at, she did not bring to; it is also reported that she carried away a boat and some people in it.—Sailed this day his Majesty's ship l'Egyptienne, the Hon. Captain Fleming, with sealed orders. The Venus and Aurora frigates have a signal for sailing. Arrived the Roebuck privateer, of London, from a seven months' cruise.

31. Admiral Dacres continues at St. Helen's, whither he was ordered by Telegraph last week. The Renard, which is to convoy the Jamaica ships, is not returned from the coast of France. Orders have been received for the Montague, of 74 guns, Captain Otway, (which was commissioned last week,) to be got ready with all possible dispatch. The ship Townsend, bound to Dominica, drove on shore to the eastward of South Sea Castle, in the gale of Sunday last, where she is bilged; the crew were previously taken out. In the same gale the ship Matthew, bound to Jamaica, drove foul of the Argo, Captain Hallowell, and carried away her bowsprit, yards, &c. The Argo is since repaired.

Jan. 2, 1804. This morning sailed his Majesty's ship Courageux, 74 guns, Admiral Dacres; and Reynard, 18 guns Hon. Captain Cathcart, with a very large convoy for the West Indies. This fleet is joined by at least 40 sail from the Downs this morning—they have all proceeded on their voyage. The following ships are left behind, as they have not been able to get their damages repaired, viz.—The Samuel, Shugrew; Trinidad, Smith; Eagle, Critchell; and Jane, Hyndman.—Sailed the Experiment, Captain Withers, with female convicts, for Botany Bay; the America, Robinson, (mast ship,) for Liverpool; and the Sarah Ann, Goodfellow, transport, for Weymouth. The three following transports have been ordered for Guernsey with troops—Hercules, Friends Goodwill, and Collins. Sailed also his Majesty's ship Argo, 50 guns, Captain Hallowell, with Elfi Bey, for Egypt.

3. Yesterday evening an express arrived here, stating that a part of the French boats, with troops, had certainly sailed; in consequence of which Admiral Holloway, one of the Port-Admirals, instantly went down to St. Helen's, and hoisted his flag on board the Windsor Castle, of 98 guns. We are inclined to think it is only some of the boats running from one port to another in France. This day arrived his Majesty's ship Fortunée, of 40 guns, Captain Vansittart, from the eastward. She is ordered to be fitted for foreign service. Also arrived his Majesty's ship Champion, of 32 guns, Captain Bromley, from a cruise.

4. Arrived the Hindostan store ship, Captain le Gros, from the Downs. She will sail in a few days with the Thisbe frigate, Captain Sheppard, to the Mediterranean.

5. His Majesty's ship Diomede, is appointed Admiral Sir James Saumarez's flag ship, to be stationed at Guernsey, and will proceed there to-morrow.—The Leviathan, of 74 guns, Captain Bayntun, is out of dock, and will be ready for sea very soon.—A convoy for the Mediterranean will sail from hence in a few days.—Arrived the Friends, Wooldridge, from Jersey, with French prisoners. This morning, at ten o'clock, a signal was made from the Royal William at Spithead for a boat from each ship, manned and armed, to attend the punishment of a marine, who was flogged through the fleet for desertion; after which he was sent on shore to Hasler Hospital.

6. Arrived the Falcon revenue cutter, from a cruise.

8. Yesterday sailed the Diomede, of 50 guns, Captain Dennman, for Jersey, to receive Admiral Sir James Saumarez's flag; several transports, with recruits for the Army of Reserve, sailed under her convoy.

9. Arrived the Pluto (en flute), Captain Forbes, with convoy, from the Downs; the Fisgard frigate, Captain Lord Mark Kerr, from St. Helen's; and the Orpheus frigate, Captain Hill, from Ireland. A large ship has anchored at St. Helen's, supposed to be the Diomede, which sailed for Guernsey on Saturday, put back from contrary winds. Arrived from St. Helen's, at Spithead, the Speedy brig.

10. Arrived the Mermaid from a cruise; and Cyclops frigate from the Straights, and is under quarantine. The Hound sloop of war has a signal for sailing with the ships bound to the West Indies. Wind S. E.

11. Wind S. E. thick weather.—Arrived the Isis man of war, of 50 guns, from the eastward. The Thisbe frigate's crew was paid this day, and the Venus ditto yesterday.

12. This morning arrived his Majesty's ship Isis, of 50 guns, Captain Lord from the Downs station, to remain here till further orders. His Majesty's ship

Cyclops, of 32 guns, Captain Tyffe, lately returned from Malta, was yesterday cleared from quarantine

13. Arrived the Ambuscade and Charon frigates, with a fleet of about 30 sail, under convoy from the Mediterranean.—Wind S. W. Two hundred convicts, on board the hulks, have petitioned to be allowed to serve in the army and navy.

14. This morning arrived his Majesty's ship Charon, 40 guns, Captain Drury, with the following transports under her convoy, from Malta, viz. Lord Elden, Captain Druon; Isabella, Anderson; Hope, West; Apollo, Rollis; Ceres, Read; Bailey, Wilson; Salus, Robson; Antelope, Bayne; and Boyne, Smith. Also a number of merchant ships from the Mediterranean. The transports and Charon are under quarantine at the Motherbank. The Cyclops, Captain Fyffe, sailed with the merchant vessels for the Downs. Sailed the Britannia cutter for Jersey. His Majesty's ships Windsor Castle, of 98 guns, Captain Bertie; and Princess Royal, 98 guns, Captain Vashon, are under orders to join the Channel fleet.

17. This morning sailed from St. Helen's, his Majesty's ships, Princess Royal, 98 guns, Captain Vashon, and Windsor Castle, 98 guns, Captain Bertie, for Plymouth, to be paid, from thence to join the Channel fleet. The Fisgard frigate, commanded by Lord Mark Kerr, is appointed to reinforce the West India convoy. Sailed his Majesty's ship Venus, 32 guns, Captain Malbon, for Ireland. A number of the crew of the Ambuscade is to be turned over to the Montague, of 74 guns. Arrived the George, Canmand; Dolphin, Sawyer; Atlas, Riddle; Ceres, Willington; Hope, Lee; from Oporto. They sailed from Oporto, in company with the following vessels, viz. Defiance, Nickals; Ann, Even; Syren, Codner; Sisters, Vickery; Penelope, Hodge; London, Robert; Elizabeth, Cary; Jupiter, Ewing; and the Mary Ann, Doyle; from Oporto, under convoy of the Impetueux. Sailed the Megaria fire-ship; Peterell sloop of war, Venus and Aurora frigates on a cruise.—Wind S. W.

19. This day sailed from St. Helen's, on a cruise, the Megæra fire ship, Captain Duff. Petterell sloop of war, which last evening sailed from Spithead, came to anchor at St. Helen's, where she now remains.

20. Yesterday it blew a very hard gale at S. W. and his Majesty's ships Windsor Castle, of 98 guns, Captain Bertie, and Princess Royal, of 98 guns, Captain Vashon, which sailed on Wednesday, were obliged to return to St. Helen's. His Majesty's ship Champion sailed this afternoon, with a convoy, for the Downs, among which were several home-ward bound merchant ships from the Mediterranean and Oporto. The West India and Oporto convoys are detained by contrary winds. This evening arrived his Majesty's ship Decade, with dispatches from Admiral Sir James Saumarez, from Jersey.

21. General Sir C. Green, and Brigadier-General Hughes, arrived here last night to take their passage to Barbadoes, in the Fortunée frigate, Captain Vansittart, which will sail the first fair wind. The Fisgard frigate, Captain Lord M. Kerr, is appointed, with the Hound, convoy to the West Indies. The Inconstant frigate, Captain Dickson, is ordered on the coast of Africa. She has a number of convicts on board, from the hulks at Woolwich, who were reprieved, to serve in the island of Goree.—Accounts have been received from Admiral Sir James Saumarez, announcing the capture of a considerable number of the enemy's vessels, by the squadron under his command on the Jersey station. The brig Jane, from St. Thomas's, bound to the Elbe, laden with sugar and coffee, is sent into this port by the Hydra frigate, Captain Mundy. This morning the Melpomene frigate, Captain Oliver, sent into this port the brig Oevenun, from Lisbon, bound to Dieppe.

23. This morning sailed his Majesty's ship, Sylph, 18 guns, Captain Corte, on a cruise. Arrived the Hydra frigate, Captain Mundy, with the loss of her main yard in a tornado last night off Cherbourg. General Sir C. Green and Hughes embarked this morning on board the Fortunée frigate, Captain Vansittart, for Barbadoes; but as the wind is foul, she will not be able to sail. Last night arrived the Ann, Fenwick, from Demarara, bound to London; she sailed under convoy of the Chichester man of war, and parted company in a dreadful gale of wind at S. W. in about lat. 42. or 33. long. 44. and a few days afterwards fell in with the Bacchus and the Matilda, two of the fleet, well.

24. Arrived the Brothers, Barr, from Jamaica; Cumberland man of war, and Chichester frigate, from the West Indies; and the Hydra frigate from a cruise. Sailed the Sylph sloop of war on a cruise; and the Pheasant sloop of war, with the Ardent transport, with troops for Gibraltar, under convoy as far as Weymouth. Sailed the Orpheus frigate, Captain Hills, to watch the port of Cherbourg.

Promotions and Appointments.

Captain V. V. Ballard, to the Berschemere, *vice* Mansell.

Captain T. Bayley, to the Inflexible.

Captain G. Argles, to the Trusty.

Captain G. Cocks, to the Etna.

Captain R. Thomas, to the Thunderer; and

Captain Roberts, to a command of the Sea Fencibles in Ireland.

The following promotions have taken place in the Royal Marine Corps:—Colonel G. Elliott, to be Colonel Commandant, *vice* Avarne, retired upon full pay; Colonel J. Fletcher, to be second Colonel Commandant, *vice* Elliott; and J. Young, to be Colonel, *vice* Fletcher, promoted. To be Majors, G. Ball, *vice* Young; J. Creswell, *vice* Desborough, appointed to Chatham Division; and W. Binks, *vice* Farmer, promoted to Plymouth. Captain Lieutenant Stirling, to be Captain, *vice* Peers, deceased. Lieutenants G. Baile, and J. Jackson, to be Captain Lieutenants, *vice* Glaise and Noble, promoted.

Ensign Barron is appointed Adjutant to the Detachments at Hilsea Barracks, *vice* Stevenson, who is appointed Adjutant to the 1st Royal Garrison Battalion.

Captain Downman, to the Diomede, (*vice* Larcom) appointed to be the flag ship of Sir James Saumarez, at Guernsey.

Captain W. Losack, to the Beaver, *vice* Pelly.

Captain Pelly to the Romulus, *vice* Losack.

Captain F. Mason to the Rattler.

Lieutenant Mason, to the Rose cutter.

Mr. Allen to be Purser of the Princess Royal.

Captain M'Guire, to the signal post at Cork; and

Lieutenant Ross, to the Impress service in London.

The Hon. Captain G. Elliott is appointed to the Maidstone, *vice* Mowbray, appointed to the Active.

Captain W. H. Bennett, to the Tribune, *vice* Towry indisposed.

Captain P. Malcolm, to the Royal Sovereign, *vice* Curry.

Mr. John Allen, to be Surgeon of the Princess Royal.

Captain C. Rowley, to the Medusa.

Captain Durham, to the Ambuscade, at this port.

Captain Master, to the Meteor.

Captain Farquhar, to the Acheron.

Captain T. Wells, to the Windsor Castle, at this port, vice Bertie.

——— Burke, Esq. to be Purser of the Victory.

George Parker, Esq. to be a Commissioner of the Navy.

Captain Coffin, to be Commissioner of Plymouth Dock Yard, in the room of Captain Fanshawe, superannuated.

Hon. Captain Grey, to the Royal Charlotte Yacht, and the command of the vessels in the river Thames.

Captain Foote, to the Princess Augusta.

Captain Pellew, to the Naiad, *vice* Wallis.

Captain Evans, to the Sea Fencibles at Cork; and

Captain Humphries, to the Prospero.

Mr. John Allen, late of the Princess Royal, to be Surgeon of the Royal Sovereign.

BIRTHS.

On the 16th January, at Bedgrave Hall, Suffolk, the Lady of Rear-Admiral Wilson, of a daughter.

Lately, at Funtington, Sussex, the Lady of Sir James Duff, of a son.

Lately, at Wolton House, the Lady of Captain Tremenheere, of the Royal Marines, of a son.

At Sir Home Popham's, York-place, Portman-square, Lady Popham, of a daughter.

MARRIAGES.

On the 29th December, at St. Luke's Church, Chelsea, Richard Longfield Davis, Esq. R. N. to Miss Rebecca Mary Marshall.

On the 31st December, Lieutenant Smith, of the Royal Marines, to Miss Murray.

Lieutenant C. D. Williams, of the Royal Navy, to Miss Maria Stable, niece of Lieutenant-Colonel Sir Daniel Williams, of the 1st Royal Tower Hamlets militia.

Lately, at Plymouth, Captain Osborne, of the Royal Navy, to Miss Hawker, daughter of Colonel Hawker, of the Prince of Wales's Volunteers, of that place.

Lately, at Beerhaven, Lieutenant Bowden, of the Royal Marines, of his Majesty's ship Prince of Wales, to Miss O. Sullivan, of that place.

OBITUARY.

Lately, on board his Majesty's ship Bellerophon, off Cape Francois, in the 21st year of his age, Lieutenant James Johnston, of the Royal Marines, youngest son of John Johnston, Esq. Violet Bank.

On the 23d December, on board the Chalmers West-Indiaman, at Spithead, Captain Hudson, of that ship: he was killed by the cable, which was veering out during the gale of wind.

On the 28th December, near Eton College, Catharine Anna Schomberg, wife of Alexander Wilmot Schomberg, Esq. Captain in the Royal Navy, and last surviving daughter of the late Stepney Rawson Stepney, Esq. of Castle Durrow, King's County, Ireland.

On the 29th December, at Westborun, in her 94th year, Mrs. Elizabeth King, relict of Matthew King, Esq. who died Captain of his Majesty's ship Syren, in the East Indies, and whom she survived more than fifty years.

Same day, at Havant, Charles Marshall, Esq. fifty-five years a Lieutenant in the Navy.

At Padstow, Lieutenant Retalick, of the Royal Navy, brother of Captain Retalick, and late of Portsea. This Gentleman was wounded in the arm on board the Monarch, in the Dutch action of 1797, which was the remote cause of his death.

A few days since, suddenly, Mr. Strong, Purser of his Majesty's ship Galatea.

On the 13th January, at Deal, after a few days' illness, the Rev. H. Dalmer, aged 28, Chaplain of the Isis, and private Chaplain to the Duke of St. Albans; of whom it were not hyperbolical to say, that it were impossible to speak in sufficient terms;—In him were united the Christian, the friend, and the gentleman! his easy, courteous, and tractable disposition, joined to the warmest zeal and piety, are the theme of regretful admiration. He was not as an *hireling*, but faithful in performing the precepts which he taught, by actions the most endearing and commendable; thus strongly exemplifying, that he duly believed and felt the sacred truths he preached. His loss is most sincerely felt by Captain Lobb and the Officers of the Isis, by whom he was affectionately esteemed.

A few days since, at Rusbrook Hall, near Bury, Captain Davers, of the Royal Navy, eldest son of Sir C. S. Davers, Bart., and late Commander of the Active, which he resigned a few months since in the Mediterranean.

THE

Marine List

OF

SHIPS LOST, DESTROYED, CAPTURED, AND RECAPTURED, &c.

FROM DECEMBER 20 TO 30, 1803.

THE Delight, of Sunderland, is loſt near Loweſtoffe.

The Reward, of Sunderland, is loſt near Blakeney.

The Telemaque, from Africa, is taken by the Sarah, Kennedy, of Liverpool, and arrived at Barbadoes.

The Flying Fiſh, Patterſon, from Africa to London, has been taken by the Brave privateer, ſince cut out of the Iſle of Dieu, by the Goliath and Defiance men of war, and ſent into Plymouth.

The Anna Buletta, Bomdahl, from St. Croix to Copenhagen, was deſerted the 1ſt of December, in the latitude of Liſbon; the crew ſaved in the Neptunus, arrived at Weymouth.

The Robert, Belmont, from Dantzic to London, with peas and timber, is drove on ſhore at Runſwick, near Whitby, without any perſon on board.

The Mary, of Liverpool, is loſt in Dublin Bay.

The Tar, Criſp, from Liverpool to London, is loſt near Wexford. Crew ſaved.

The Anna, Freytag, from Petersburg to Rochelle, is loſt on the coaſt of Norfolk.

The Jane, and Bella, Rankin, of Dumbarton; and the Providence, Waddy, from Liverpool to Wexford, are ſunk in Dublin harbour.

The Surpriſe, of London, from Lubeck, is loſt near Flambro' Head.

The Hornby, Wilſon, from Riga to Hull, is on ſhore on the coaſt of Lincolnſhire.

The Cornelia Eleonora, Wulfken, from Hull to Lubeck, is loſt on Leſſoe.

The Crown Prince, Leitcke, from Dantzic for England, was loſt the 26th of November, near Sandhammer.

The Martha Magdalena, ——, from Gefle to Hull, is wrecked off Flambro' Head.

The Betſey, Joy, from Amſterdam to Boſton, is loſt near Dunkirk.

The Copenhagen, Beyer, from Copenhagen to St. Croix, was wrecked off Calais the 6th of December.

The Stork Odder, Menon, from St. Croix to Copenhagen, is wrecked off Newfoundland.

The Three Gebroeders, Lammers, from Embden to Amſterdam, is ſtranded on Eyerland.

The Adriana, Zoute, is loſt at the mouth of the Ems.

The Two Gebroeders, Curſtins, from Toningen to London, is loſt.

The brig Betſey, of London, from the Baltic, is loſt at Arbroath, and all the crew.

The Juno, ——, from Memel to Liverpool, is on ſhore near Grimſby, on the coaſt of Lincolnſhire. Crew ſaved.

The Standard, Storr, of Whitby, from Peterſburgh to London; and the Dorothea, Smith, of Newcaſtle, are totally loſt on Leſſoe.

Plymouth, Dec. 25.—Les Amis, prize to the Malta, and a brig belonging to Dartmouth, are totally loſt in Catwater; ſeveral veſſels are drove on ſhore here in a violent gale; among the number is the Coſmopolite privateer.

The Vrow Cornelia, Anders, bound to London, is loſt on Barton Beach.

The Thomas, Shilton, from Newcaſtle to London, is loſt on Loweſtoffe Beach.

The John, King, of Liverpool, was taken on the coaſt of Africa in Auguſt laſt, by the Vengeance French privateer, of fourteen guns and 140 men; ſince retaken by the Enterpriſe, and ſent for the Weſt Indies.

The Providence, Pritchard, is totally loſt on Red Iſland River, St. Lawrence.

The Peggy, Rogers, from Newport in Briſtol Channel, to Caermarthen, is ſunk in Waterford harbour.

The Mary, Wrangham, from Memel to London, is ſtranded near Aberdeen. Cargo is expected to be ſaved.

The Fame, Yeates, from Guernſey, is ſtranded near Drogheda.

The Speculation, ——, from Newcaſtle to Weymouth, was loſt the 28th of November, near Calais.

The William, of 180 tons, laden with oil, fiſh, and ſkins, is taken by le Vaillant privateer, of Bourdeaux, and carried into Spain, the 19th of October.

The Fly, of Lynn, is taken and carried into Fluſhing, by a Dutch privateer.

The Fame, Thompſon, from Waterford to Liverpool, is loſt at Drogheda.

The Townſend, Hippenſtall, from London to Dominica, is on ſhore near South Sea Caſtle, Portſmouth, and nearly full of water.

The St. Juan Baptiſta, Salvedre, from Deva to London, is loſt off the North Foreland. Crew ſaved.

The ſloop Jane, Dedwith, from Liverpool to Cork, ran foul of the Scorpion, from Plymouth, near St David's Head, on the 15th of December, and is ſuppoſed to have foundered. Crew ſaved in the Scorpion, and are landed at Waterford.

The Purſuit, Hill, from London to Kiel, is loſt near Aberdeen.

The Lanſton, Kellett, from Memel to Lancaſter, is loſt on the Needles. Cargo expected to be ſaved.

The Satisfaction, Pearſon, from Peterſburg to London, is loſt on Leſſoe.

The Briſtol, Newcombe, from Liſbon to Liverpool, is ſtranded at Armarey, near Belfaſt. Part of the cargo ſaved.

La Dame Cecelia, from Africa, is taken by the Sarah, of Liverpool, and arrived at Barbadoes.

The Experiment, Steele, from Ayr, with coals, is loſt near Balbriggan, Ireland. Crew ſaved.

The Charlotte, Wilſon, and the William, Campbell, from Ayr to Glaſgow, are ſtranded in [illegible] River, Ireland.

The Peggy, Campbell, from Greenock, is on ſhore at Wexford harbour. Cargo expected to be ſaved.

The Luce, Hurſhead, from Liverpool to Dublin, is ſtranded near Dublin.

The New Greenwich, ——, of London, from Lynn to Leith, was totally loſt on the 17th of December, near John's Haven, N. B.

The New Draper, Hughes, from Newry to London, is on ſhore near Chicheſter. Part of the cargo is expected to be ſaved.

The Hambro' packet, Gooch, from Dantzick to London, is totally loſt near [illegible].

A large Pruſſian ſloop, for Oporto, is wrecked near Saltfleet.

The Thomas, of North Shields, with coals, for London, and the Tajus, of London, are totally loſt near Aberdeen.

The John, Cowie, from Dantzic, and the Antelope, of Dunbar, from Norway, are on ſhore near Montroſe.

The Anna Maria, Stephens, from Cadiz, is wrecked near Dublin. Crew and part of the cargo ſaved.

The Fletcher, Hall, from Alicante to Havre, is detained, and ſent into Portſmouth by his Majeſty's ſhip Pluto and Merlin.

The Margaret, Akerman, from Quebec to London, was taken on the 12th of December by the Brave privateer.

The hoy Pitt, of Cowes, is loſt in Studland bay.

The Friends, Harvey, of Saltcoats, is ſtranded between Dundalk and Drogheda.

The Katty, Curry, from Limerick to Liverpool, is on ſhore on the Iſle of Man.

The Swallow, Blackler, from Liſbon for Greenock, is on ſhore near Dundalk. Crew ſaved.

The ſnow Three Siſters, is on ſhore near the ſame place.

The Roebuck, Fox, from Whitehaven for Cowes, is on ſhore at Holy Lock. Great part of the cargo expected to be ſaved.

The Hunter, M'Kenley, from Greenock to the Weſt Indies, was driven on ſhore the 22d of December, near Wexford, with loſs of rudder. Cargo expected to be ſaved.

The Hector, Davis, of Milford, is totally loſt near Wexford.

An American ſchooner, name unknown, from Boſton, is on ſhore on the Iſland of Colonſay, one of the Hebrides.

The [illegible], Kruder, from Riga to Bilboa, is detained by L'Aigle frigate, and ſent into Plymouth.

The Chriſtiana, Cow, from London for Chriſtiana, is totally loſt on Rattery Head.

[*To be continued regularly.*]

BIOGRAPHICAL MEMOIRS OF

THE HONOURABLE ROBERT DIGBY,

ADMIRAL OF THE WHITE SQUADRON.

> "Britons proceed! the subject deep command,
> "Awe with your Navies every hostile land:
> "Vain are their threats, their armies all are vain;
> "They rule the balanced world, who rule the main."
>
> MALLET.

"REPUTATION," observes Dr. Johnson, "is a meteor, "which blazes awhile and disappears for ever; and, "if we except a few transcendent and invincible names, "which no revolutions of opinion or length of time is able "to suppress, all those that engage our thoughts or diversify "our conversation, are every moment hasting to obscurity, "as new favourites are adopted by fashion." To protract the departure of this evanescent fame, to preserve to a distant period the memory of greatness, to weave a perennial garland for the brow of bravery and virtue, is one of the solacing duties of an historian. A pleasure such as this have *we* frequently experienced; for many a memorial have we formed, which, when the hand that penned it shall have ceased its functions, will proudly tell, to future generations, the heroic deeds of their ancestors!

The Honourable Robert Digby, Admiral of his Majesty's White Squadron, is the personage whose professional character now attracts our attention, and whose actions we intend to record. Mr. Digby, brother to the late, and uncle to the present Earl of that title, is the third son of Edward, himself the third son of William, the fifth Lord Digby, of the kingdom of Ireland, and of Charlotte, the only surviving daughter of Sir Stephen Fox, sister to Stephen, the first Earl of Ilchester, and to Henry, Lord Holland. We cannot ascertain the exact age of Admiral Digby; but, as his father's marriage took place in the year 1729, and as his first entrance into the service was so early as the year 1744, it seems fair to presume, that his birth must have been sometime between 1732 and 1735.

In the beginning of the year 1744, as we have stated, Mr. Digby first went to sea, in the Edinburgh, a seventy-gun ship, under the command of Captain Thomas Cotes. In 1746, he was deprived, by death, of the protecting care of his paternal parent.

We have not been able to trace our Officer through the earlier years of his progress; but we find his first commission, as Post Captain, to bear the date of August 5, 1755. He was then appointed to the Solebay frigate; and, in the year following we believe, he was promoted to the command of the Dunkirk, a sixty-gun ship.

In the autumn of 1757, a descent was meditated on the French coast, principally with a view to the destruction of Rochfort, one of the enemy's principal naval arsenals*. For this purpose, a fleet of sixteen sail of the line, &c. was equipped, and intrusted to the command of Sir Edward Hawke, having under him Vice-Admiral Knowles and Rear-Admiral Brodrick. Upwards of 7000 land forces, commanded by Sir John Mordaunt, sailed with this expedition, from which very high expectations were raised. The Dunkirk formed a part of this fleet; but we believe Captain Digby had no opportunity of distinguishing himself, as, the object of the equipment having been found impracticable, the whole flotilla returned to Spithead.

Captain Digby remained, we believe, nearly two years on the Channel station. At the end of the year 1758, the Dunkirk was appointed to sail with Commodore Keppel, as one of the squadron which was equipped for the purpose of reducing the French settlement of Gorée, on the coast of Africa †. This expedition, unlike the former in which

---

* *Vide* The NAVAL CHRONICLE, Vol. I. pages 10 and 119.

† In our Memoirs of the Life of the late Augustus Lord Keppel, (vide the NAVAL CHRONICLE, Vol. VII. p. 283,) we have given the Commodore's official dispatches, &c.; but we flatter ourselves, that the following more detailed account of the reduction of Gorée, extracted from *The Field of Mars*, will prove generally interesting to our readers:

"After the fleet had discovered the flag on the summit of the hill on the island of Gorée, the Commodore sent a frigate, under French colours, a-head of the squadron, with orders, as soon as she came open with the island, to hoist an English ensign on the mizen peak, being the French signal for that day, in

Captain Digby was engaged, proved completely successful. Commodore Keppel having left a sufficient garrison for the

---

order to deceive them, but no notice was taken of it. They were afterwards informed, that the French for some time flattered themselves with the hopes of their being in reality a fleet from France, but finding in the end, that when all the squadron hoisted the same colours, they did not salute the fort, which is a thing always done, they were soon undeceived. About two o'clock, as they passed the island, they hauled down the French, and put abroad the English ensign. At three they anchored in the road of Gorée, the island bearing south-west by south about four miles, and in eighteen fathom water; the Saltash being ordered, with the transports, to bear down to a bay between Point Gorée and Point Barrabas, in order for the more convenient and speedy landing of the troops on board them, if the ships of war should find occasion to call them.

On the morning of the 28th of December, at four o'clock, all the flat-bottomed boats were sent on board the transports, for disembarking the troops, which was finished, and all of them (to the number of 600 men) in their respective boats before nine in the morning, during which time the ships of war finished also their preparations. It was thought most prudent to attack the island on the west side, not because it was the weakest, but a reason more cogent to so formidable a squadron, was its being the lee side, that should, in that case, their cables be cut away by a chain shot, or any other accident, the ship or ships, without any danger, might put to sea, and beating windward, renew the action. The eldest Captain, Mr. Sayer, in the Nassau, was ordered to lead the line of battle on the right, anchoring abreast of St. Peter's battery of five guns: the Dunkirk followed in the order, and was to bring up abreast of a battery a little to the north of the former: to him followed the Commodore in the Torbay, taking for his part the west-point battery of five guns with the western corner of St. Francisco's Fort of four guns: Captain Knight, in the Fougueux, having the second station on the left, bringing up the rear (having direction, at the same time, to cover the other bomb on his starboard quarter), had allotted to his share the mortar battery of eight guns, so called from two large mortars which are covered by that battery. The moment the first ship had dropped her anchor from her stern, she was to hoist a pendant at her mizen peak, to acquaint the next ship that she had brought up; thus the second was to acquaint the third when she brought up, and so of the rest; and lastly, they were ordered to be particularly careful not to fire a gun, until each had his ship abreast of his station, and moored both ahead and astern. With these directions and orders, the Commodore bid his Captains farewell; and while they took leave of each other, Mr. Keppel's last orders were, to get on board their ships as fast as possible, and lead on. It was about nine o'clock, when the Prince Edward, with the Firedrake bomb, bore down towards the island, and in about ten minutes began the action, by throwing a shell from the bomb in a moment. The enemy returned the fire from both forts and batteries, and, with their second shot, were fortunate enough to carry away the Prince Edward's ensign staff, and set fire to a chest of arms close by it, which blowing up, killed one of the marines. Encouraged by so successful an onset, and finding the ships did not return their fire, they levelled some of their pieces so well, that Captain Fortescue, Mr. Elliott of the Marines, his Masters protection of the captured settlement, returned to England, whither he was accompanied by our Officer.

with two Midshipmen, had all of them nigh suffered with one shot, which went through the midst of them, as they stood together, impatiently looking out for their second. Another shot coming through the aftermost port of the lower deck, broke the truck from the gun, but going out at the opposite port, happily did not hurt a limb. One in particular was more merciless; striking upon an iron bolt of about eighteen inches in length, it carried it out of the timber, bending and rudely bruising it in its passage, till meeting with the unfortunate Lieutenant West, it bore away one of his hips, and carrying him to the opposite side of the ship, bruised him from the shoulder to the hip in a manner so shocking, that it had been happy had it deprived him of life at once. Another, on account of the heroism of a private sailor, deserves notice: being in the foretop, and having one of his legs carried away by a shot, with the heart of a lion, let himself down from thence, hand under hand, by a rope, saying at the same time "he should not have been sorry for the accident, if he had done his duty; but that it gave him pain to think he should die without having killed an enemy."

Meantime the Commodore was not an idle spectator: he saw the Nassau tedious in getting under sail; but as there could be no reason to suspect an Officer of such approved courage as Captain Sayer, he turned his thoughts to other matters. Observing that the Firedrake overcharged her mortars, (all her shells falling vastly beyond the island to the south,) and which they could not discern themselves, he sent his boat on board the Furnace bomb, desiring them to avoid the error of the other; and as the enemy seemed bent upon sinking the Prince Edward and the Firedrake, endeavoured by their firing to divert the enemy from the others, which were in danger. These orders were immediately obeyed: the Furnace getting under the Fougueux's stern, began to fire with some success. Meantime the Commodore seeing the Nassau did not bear down to the relief of the Prince Edward, sent his boat to know the reason; Captain Sayer replied, he expected a signal, or orders to that purpose. Whether Captain Sayer in his hurry was not so attentive as he ought, is not certain; but all the other officers understood the Commodore's orders, which they say were delivered calm and distinct: however, this is a point no one can pretend to determine, as it certainly is (however we may talk at home) a wonder that the bravest at such a time are so little confused as they are. The Nassau immediately bore away to her station, and made ample satisfaction for her delay.

The winds now, as the sun grew warm, began to lull, which greatly hindered the Commodore's ship, and the Fougueux, from getting up as early as they wished; besides which, a signal was given for the Captain of the Furnace bomb to come under the Torbay's stern; upon which, by accident, she ran athwart the Fougueux's lee bow, which proved not a little their hindrance, when by the lulling of the winds they could least spare it: however, patience was the only remedy, as they could not run down their friends; but when they did get up, they found their assistance was very little needed, for a ship was hard upon the enemy, whose warm force they very well knew (she being once their own property), and was now ready to pour forth all her vengeance upon her old acquaintance, which might have proved an inducement to their more speedy surrender; for the fury of the Torbay alone seemed sufficient to have razed the very

After Captain Digby returned from Africa, he was employed under Sir Edward Hawke; and, in 1759 participated in the memorable victory obtained by that Officer over the

foundation of the island itself; the fire from that ship being so terrible, so near, and so well aimed, that none but madmen would have stood it: the ship was in one continual blaze of fire; and that part of the island itself on which she lay, was darkened by a cloud of smoke, sand, and earth, to a degree wonderful. Many hundreds of Negroes lined the opposite shore, to see the engagement, and inspire the disputants: ships bearing down under topsails only against stone walls, receiving the fire of the enemy with undaunted resolution, even to holding them unworthy a return, and following a behaviour of this kind, with that fierceness natural to enraged British sailors.

The French, who, the better to encourage their slaves, and to draw in the free Negroes to a more cheerful assistance, had painted the English in the most shocking colours, at which being terrified with fear of falling into our hands, pricked the soldiers with their lances, reproaching them with the names of poltroons and cowards, who were the first that fled from their quarters. The Governor of St. Michael's fort being told that it was impossible to keep the soldiers longer against a fire which was not to be withstood, sent this message, "Every man to his quarters on pain of death." Soon after the Governor was informed that three boats were landed, or were landing forces on the island, upon which the Governor was prevailed upon to strike his flag; and it was well for them they did, as the Commodore was that instant giving orders for a signal for the Furnace bomb to come close under him in the Torbay, and to fire from his mortars grape-shot of pound balls amongst the enemy. The Commodore then immediately sent a Lieutenant, attended by his Secretary, to wait upon the Governor; but before they got from the boat, they were met by M. St. Jean, the Governor, on the beach, who asked them on what terms the Honourable Mr. Keppel proposed he should surrender. They asked him if he had not already struck his flag; he answered, No; he only meant it as a signal for a parley. Upon which he was told, that the Commodore would hear of no terms but his own; upon which he answered, if that was the case, he knew how to defend himself. To which they replied, that the Commodore had brought up in such a situation, that no gun could harm him if they stood out for a month; then putting off, told him, that as soon as the Commodore should fire one gun over the island, they might begin again when they pleased. In the meantime Mr. Keppel, not knowing the procedure, had ordered all the Lieutenants to appear upon the deck; but the return of the boat informing him of what had passed, he ordered each to his proper station again, and agreeable to the signal left with the enemy, fired a gun over the island, and immediately after gave them a whole broadside, the other ships following his example, as their guns were in readiness; but before they could reprime their guns, the Governor finding it impossible to keep his soldiers to their quarters, dropped the regimental colours over the walls, as a signal of surrendering; and about noon, or a little after, the Commodore sent a party of his marines on shore, who took possession of the island, the Governor surrendering himself and garrison prisoners at discretion; and marching up to Fort St. Michael, hoisted the British colours, ending the ceremony with three huzzas from the battlements of the citadel, by the foot of the flag-staff."

French Admiral, the Marquis de Conflans. In 1760, he was ordered on the Mediterranean station. In this service, several privateers were captured, and the enemy's trade was much annoyed; but nothing of any importance, for a considerable time, occurred. The Dunkirk was one of the squadron which was dispatched under Captain H. Palliser, to intercept the enemy's squadron, which had escaped from Toulon, and sailed for Constantinople with the French Ambassador. The enemy were seen by Palliser; but before he could get up with them, they took shelter in the Isle of Candia, where they remained blocked up, until the English Commander was necessitated to make for Gibraltar to refit.

Shortly after the accession of his present Majesty to the throne, Captain Digby was elected a representative in parliament for the city of Wells.

From this period, till 1775, we have not learned that Mr. Digby held any naval appointment. Indeed, the rigours of sixteen years' service seem to demand that relaxation which a time of peace could best admit. On the 4th of April, however, in 1775, Captain Digby was appointed a Colonel of Marines, as successor to John, Earl of Bristol, who was then promoted to the rank of a flag officer.

Hostilities between England and France had been for some time anticipated; and, in March 1778, an embargo was laid on all the British ships in the French ports. Previously to this, Captain Digby had been appointed to the Ramillies, a seventy-four gun ship. The command of the Channel fleet having been conferred on the Honourable Admiral Keppel, Captain Digby sailed with him, in June, on a cruise to the Bay of Biscay. On this cruise, some captures were made which put Admiral Keppel in possession of the state of the French force in Brest, which consisted of thirty-two sail of the line, and ten or twelve frigates, ready for sea. On the receipt of this information Admiral Keppel returned for a reinforcement. On the 27th of June, the English fleet cast anchor at Spithead; and, on the 8th of the subsequent month, the French fleet, under the command of the Comte d'Orvilliers, sailed from Brest. On the following day, Admiral Keppel having augmented his force to thirty sail of the line, left Spithead; and, on the 23d of July, the hostile fleets came in sight of each other. It was not, however, till the 27th that the British Admiral could come up with the enemy; when, signals for engaging having been made, a heavy and incessant cannonade was maintained for nearly two hours, as the fleets passed on contrary tacks *. In this action, the Ramillies, which had been appointed to lead on the larboard tacks, had twelve men killed and twenty-one wounded. The whole loss of the English was 133 killed, and 365 wounded; that of the French, 165 killed, and 529 wounded.

The proceedings of the Court-martial, which was subsequently held on Admiral Keppel, are well known, and are circumstantially related in our Memoirs of that Officer.

On the 19th of March, 1779, Captain Digby was promoted to the rank of Rear-Admiral of the Blue. On the 15th of June following, the Rear-Admiral having hoisted his flag on board the Prince George, of ninety-eight guns, his Royal Highness Prince William Henry, since created Duke of Clarence, embarked with him to serve as a Midshipman. To be intrusted with the superintendance of the nautical education of the Prince, was a distinguishing mark of royal confidence and favour, which Mr. Digby's subsequent attention to his charge has amply proved could not have been more judiciously conferred. On the day following his Royal Highness's embarkation, the Prince George sailed with the Channel fleet, under Admiral Sir Charles Hardy, the Rear-Admiral commanding one of the Divisions, to cruise in the Bay. On this service our Officer remained during the summer. The French and Spanish fleets made their appearance in the Channel; but no engagement took place, nor did any thing else worthy of notice occur.

---

* For a particularly full, accurate, and interesting account of this memorable engagement, we must refer our readers to the Biographical Memoirs of Admiral Keppel, Vol. VII. page 297, of the NAVAL CHRONICLE.

The Garrison of Gibraltar having long been subjected to the privations attendant on a close blockade, at the latter end of the year 1779, Rear Admiral Digby was nominated second in command, with Sir G. Rodney, and Sir J. L. Ross, of the fleet destined to sail for its relief. This force, which consisted of twenty-two ships of the line, eight frigates, and a cutter, with a considerable number of store ships, and the trade for the Mediterranean and the West Indies, sailed from Spithead on the 25th of December; and, on the 8th of January following, being then about fifteen leagues to the west of Cape Finisterre, at day-break, a fleet of twenty-one sail was discovered to the N.E. These ships afterwards proved to be a Spanish convoy, bound from St. Sebastian's to Cadiz, laden with naval stores, provisions, &c. under the escort of seven ships and vessels of war, belonging to the Royal Caracas Company. The British Admiral gave orders for a general chase; and his ships being in excellent condition, and mostly coppered, they gained fast upon the enemy, and by one o'clock the whole squadron was captured *. The Guipuscaio, a sixty-four gun ship, was immediately named the Prince William, in compliment to his Royal Highness Prince William Henry, in whose presence she was taken. This capture was a fortunate occurrence for the Officers and seamen concerned, and was also of considerable national importance.

On the 16th of the same month (January,) the Spanish fleet, under the command of Don Juan de Langara, was discovered off St. Vincent. The account of the chase, and of the action which succeeded, we shall present to our readers in the words of Admiral Rodney's official letter on the occasion:

> At one, P.M. the Cape then bearing north four leagues, the Bedford made the signal for seeing a fleet in the S.E. quarter; I immediately made a signal for the line of battle abreast, and bore down upon them; but before that could be well effected, I perceived the

---

* For the order in which the English fleet sailed from Spithead, and for the line of battle, and other particulars, *vide* the NAVAL CHRONICLE, Vol. I, p. 371 and 372.

enemy were endeavouring to form a line of battle ahead upon the starboard tack; and as the day was far advanced, being unwilling to delay the action, at two P.M. I hawled down the signal for the line of battle a breast, and made that for a general chase; the ships to engage as they came up by rotation, and to take the lee-gage in order to prevent the enemy's retreat into their own ports.

At four, P.M. perceiving the headmost ships very near the enemy, I made the general signal to engage and close. In a few minutes the four headmost ships began the action, which was returned with great briskness by the enemy. At forty minutes past four one of the enemy's line-of-battle ships blew up with a dreadful explosion, and every person perished. At six, P.M. one of the Spanish ships struck. The action and pursuit continued with a constant fire till two o'clock in the morning; at which time the Minorca, the headmost of all the enemy's ships, having struck to the Sandwich, after receiving one broadside, and all firing having ceased, I made the signal to bring to.

The loss sustained by the British fleet in this action was 32 killed, and 102 wounded. Our acquisitions were—the Phœnix of eighty guns, the Spanish Admiral's flag ship; the Monarca, the Princessa, and the Diligenti, of seventy guns each. The St. Julien, and St. Eugenio, of seventy guns each, also surrendered; but they were afterwards driven on shore by the violence of the wind, and one or both of them lost. The St. Domingo, of the same force, was the ship which blew up in the action.

Two frigates were dispatched to Tangier, to acquaint his Britannic Majesty's Consul with this important victory; and, Sir George Rodney being unacquainted with the Bay of Gibraltar, Rear-Admiral Digby led in the fleet, which, with the whole of its prizes, arrived safely on the 29th of the month.

About the middle of February, the Commander in Chief proceeded to the West Indies, leaving Mr. Digby with thirteen sail of the line, and the Spanish prizes, under orders to return to England.

On the 23d of the month, Rear-Admiral Digby fell in with a French convoy, consisting of thirteen sail, bound to the Mauritius, with naval and military stores, under the protection of two ships * of sixty-four guns each, two ships armed *en flute*, and a frigate. A pursuit was instantly commenced; but, the weather being extremely boisterous, and a dark night succeeding, the greater part of the enemy effected their escape. Three of the convoy, however, were captured, and the commanding ship, the Prothée, struck to the Resolution, then commanded by Sir Chaloner Ogle, about one o'clock on the following morning.

On the 26th of September, 1780, after his return home, our Officer was advanced to be Rear-Admiral of the Red. He continued to be employed as Commander of a division of the Channel fleet till the month of August, 1781, when he was ordered to America, with the Prince George, the Canada, and the Lion, for the purpose of reinforçing Admiral Graves, and to take the chief command. On the 24th of September he arrived at Sandy Hook, where he found every ship that was ready for sea collected by Admiral Graves, with a view of bringing to an action the French fleet, under de Grasse, who at that time was blockading the Chesapeak and the port of York Town, where the Earl of Cornwallis had taken post with the English army. On the 19th of October, Admiral Graves sailed from Sandy Hook, having taken 700 troops on board for the relief of Lord Cornwallis; and, on the 24th, his fleet arrived off the Chesapeak. Unfortunately, however, this expedition was of no avail, for Lord Cornwallis had been compelled to surrender a week before the arrival of the reinforcements. Admiral Graves returned to New York, and, on the 10th of November, resigned the command of the fleet to his successor, and sailed for Jamaica in the London.

De Grasse having resumed his station in the West Indies, the British force immediately followed him. Our Officer shifted his flag from the Prince George to the Lion, of sixty-four guns, and detached every other ship of the line under his command with Sir Samuel Hood, for the better protection of our West Indian possessions. Naval hostilities having been thus transferred from the American coast, very little worthy of particular notice occurred on that station, where Mr. Digby continued the command, during the remainder of the war. His cruisers, however, were generally successful; some spirited actions were fought; many of the enemy's privateers were taken; and, by the vigilance and activity of the Commander, our trade in that quarter of the world was amply protected.

---

* The Prothée and the Ajax.

At the beginning of January, 1784, Mr. Digby arrived in England, having quitted the American command. Since that period he has not once hoisted his flag. His progressive rise to the rank of full Admiral, which he now holds, has been as follows:—On the 24th of September, 1787, he was made Vice-Admiral of the Blue; on the 21st of September, 1790, Vice-Admiral of the White; on the 1st of February, 1793, Vice-Admiral of the Red; on the 12th of April, 1794, Admiral of the Blue; and, on the 1st of June, 1795, Admiral of the White.

Of Mr. Digby's family connexions we know nothing farther than that, on the 17th of August, 1784, he was married, by special licence, to Mrs. Jauncy, the eldest daughter of Andrew Elliott, Esq. late Lieutenant Governor of New York.

Our readers will regret to learn, that this distinguished Officer has uniformly through life declined sitting for his portrait; consequently it is not in our power to gratify them with his personal likeness. If, however, at any future period, a painting of him should fall into our possession, we shall be happy in the opportunity of having it engraven for the Naval Chronicle.

NAVAL ANECDOTES, COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTES IN GURGITE VASTO.

PORTRAIT AND CHARACTER OF ADMIRAL CORNWALLIS.

THE following account of this highly distinguished Officer is extracted from "*Public Characters of* 1803—1804," recently published:

In respect to person, he is of the middle size, stout and portly, with a certain degree of *prominence before*, which may be supposed to add dignity to a Commander in Chief, and must be allowed not to be unbecoming in an Officer now in the sixtieth year of his age.

As to talents, his skill and bravery are undoubted, his seamanship is in particular in high repute; and a long apprenticeship, of more than forty years, during which he has had fewer intervals of relaxation on shore, than perhaps any other Officer of equal rank in the British navy, has enabled him to acquire a degree of professional capability, which renders no disaster unknown, and no situation unusual to him. In point of habits, he is a reserved man; and is so little desirous of bustle when on shore, that on its being observed, during a temporary residence near Chichester, that "he must be very lonely," he replied, "that the cabbage-stocks in his garden were sufficient company for him."

At times he enjoys his glass freely; but is so abstemious while on duty, that he has been known for six months together to drink no more than a couple of glasses of wine at dinner, after which he carefully abstained from any other refreshment during the succeeding part of the day.

It has always been usual for British sailors, with that frankness so conspicuous in their characters, to designate their favorite Commanders by means of some apposite expression, originating in some peculiarity, arising either out of their persons or their manners. Accordingly, Boscawen was familiarly termed *wry-neck Dick;* Pye, so long Port-Admiral at Portsmouth, was always called *Nozey;* Earl Howe, whose very name is still adored in the Navy, received the appellation of *Black Dick;* while Admiral Cornwallis, on account of a certain twirl of his finger and thumb, added to a sleek and ruddy countenance, and a wig somewhat similar to that seen in front of a nobleman's carriage, is frequently denominated *Coachée,* and *Mr. Whip.*

FATE OF M. DE LA PEYROUSE.

The mystery which has enveloped the fate of this distinguished navigator has excited universal curiosity and commiseration. Some faint hopes of the possibility of his preservation have at times been indulged; but it seems to be now ascertained, that he has fallen a victim, either to the hands of assassins, or to that still more dreadful misfortune, the want of food. An American newspaper of the 19th of December last, contains the following statement:

"The certainty of the fate of the two ships under the direction of M. Péyrouse, will give relief to the public mind, though we must ever deplore the melancholy event which deprived the world of the services of that truly eminent Commander. By several gentlemen, lately from the Isle of France, it is reported—That a Danish ship, in her passage to China in the eastern route, took from an uninhabited island an officer and four or five men belonging to the ships commanded by M. Péyrouse, who were so emaciated and worn down for want of food, that they survived only a few days; and that papers, containing the history of their shipwreck, and particulars of getting on shore among the natives, &c. were in possession of the Government of the Isle of France.

"The tale related by the unfortunate Officer and men to the Danes on board the ship before they died, is, as nearly as I can learn, as follows:—The ships left Port Jackson, and, after sailing some time, were unfortunately driven among the rocks, and shipwrecked; the principal part of the Officers and crews landed in safety, and preserved great part of the stores, &c. They found the natives numerous, and apparently hospitable; after remaining some time on the most peaceable terms with them, it was determined to build a small vessel from parts of the wreck and the stately trees abounding in their neighbourhood, and to seek out some European settlement, whence they could procure a passage to their own country. In the prosecution of this hopeful scheme, they cut down several trees to commence the business: not thinking it of any consequence to the natives, they did not formally ask leave of them to use their timber; the savages, however, most unluckily conceiving their rights invaded, became instantly alarmed, and all their former friendly intercourse immediately ceased. It was not long before they became perfectly hostile, and, watching an opportunity when the French were off their guard (which was unhappily sometimes the case from necessity, but too frequently from want of discipline), they fell upon them from all quarters in a very numerous body, when a most horrible massacre ensued. The voyage of M. Péyrouse had been brought up within a few days to this fatal period, and had been deposited in a safe place known to all the Officers: the Officer who had escaped thus far in the cruel business, flew to the spot, snatched the papers, fled to one of the boats, where he was joined by four or five men, and instantly put to sea, leaving his unhappy countrymen in the merciless hands of the savages, whom they supposed were very soon overpowered and butchered by their treacherous friends. Happy to find themselves out of the reach of one danger, they continued braving others until they fell in with an island where they landed (and here probably they lost their boat). On this island they remained some months, perhaps many, suffering extremely from the want of food and raiment, until Providence brought the Danish ship to their relief, who took them off in a wretched situation, worn down by hunger and thirst to skeletons. Notwithstanding every attention was paid them which humanity could dictate or tenderness suggest, they survived only time enough to relate their woeful tale.—*Salem Register.*

CHARACTER OF A SAILOR.

A sailor is a pitched piece of reason caulked and tackled, and only studied to dispute with tempests. He is part of his own provision, for he lives ever pickled; a fair wind is the substance of his creed, and fresh water the burden of his prayers. He is naturally ambitious, for he is ever climbing out of sight; as naturally he fears, for he is ever flying: Time and he are every where; ever contending who shall arrive first: he is well winded, for he tires the day, and out-runs darkness: his life is like a hawk's, the best part mewed; and if he live till three coats, is a master; he sees God's wonders in the deep, but so as they rather appear his play-fellows, than stirrers of his zeal: nothing but hunger and hard rocks can convert him, and then but his upper deck neither, for his hold neither fears nor hopes; his sleeps are but reprievals of his dangers, and when he awakes, it is but next stage to dying: his wisdom is the coldest part about him, for he ever points to the north, and it lies lowest, which makes his valour every tide overflow it. In a storm it is disputable whether the noise be more his or the elements; and which will first leave scolding? on which side of the ship he may be saved best? whether his faith be starboard faith or larboard, or the helm at that time not all his hope of heaven! His keel is the emblem of his conscience; till it be split, he never repents—then no farther than the land allows him. His language is a new confusion, and all his thoughts new notions: his body and his ship are both one burden; nor is it known who stows most wine, or rolls most, only the ship is guided—he has no stern; a barnacle and he are bred together, both of one nature, and it is feared one reason: upon any but a wooden horse he cannot ride, and if the wind blows against him he dare not: he swarms up to his seat as a sail yard, and cannot sit unless he bear a flag-staff: if he be broken to the saddle, it is but a voyage still; for he mistakes the bridle for a bowling, and is ever turning his horse's tail: he can pray, but it is by rote, not faith, and when he would he dares not, for his brackish belief hath made him ominous. A rock or a quicksand pluck him before he is ripe, else he is gathered to his friends at Wapping.

INSCRIPTION

DESIGNED FOR A MONUMENT TO THE MEMORY OF THE LATE SIR ANDREW SNAPE DOUGLAS.

Beneath this stone are deposited
The lamented remains
Of Sir Andrew Snape Douglas, Knight,
Late Captain of His Majesty's ship,
The Queen Charlotte,
And Colonel of Marines:
Who departed this mortal life,
For one immortal,
On the fourth of June, 1797,
And in the thirty-fifth year of his age.

His services on the first of June, 1794,
And those of the twenty-third of the same month
In the subsequent year,
It were superfluous to record,
As invidious to deny.
To his skill and perseverance,
To his activity and courage,
On the latter day,
Are to be chiefly ascribed
The capture of three ships of the line
Off L'Orient,
Which he *forced* into action;
Thereby adding another wreath
To the naval glories
Of his country.

His professional character
Thus pourtrayed,

In the brilliancy and publicity
Of his achievements;
His private virtues will remain
Indelibly engraven
In the bosom of his friends.
Just and liberal in command,
Yet firm, manly, and consistent;
To his Officers accessible and kind,
To his men a protector and parent,
Beneficent to all,
Severe to none.

In domestic, and in social life,
He was a tender husband,
An affectionate parent,
And a steady friend:
As a Christian, he was meek and unaffected,
And not less amiable than upright
As a man.

No *common* lamentation must attend his obsequies,
No *common* tears will flow at the repetition of his name:
Sorrow becomes in this place a sanctification;
And those who do not feel,
Must be either below
Or above
Mortality.

A more eloquent pen may delineate his worth:
But where will a more deep affliction
Indite his epitaph?
May his *example* inspire the brave
With emulation!
And his *resignation*
Instruct the moralist
To die!

HARDACRE'S NAVAL IMPROVEMENT.

Henry T. Hardacre, Esq. of the Royal Navy, has recently received the thanks of the Right Honourable the Lords Commissioners of the Admiralty, for an excellent and important plan which he has communicated to their Lordships, for the purpose of keeping the squadrons of his Majesty's fleet upon their stations before the enemy's ports in blowing weather. We have been favoured with a sight of the plan, of which, as far as we can judge without having witnessed the experiment, we cannot entertain a doubt of its succeeding to the fullest extent. The machine is likewise of great utility, to prevent a ship from falling into the trough of the sea; and, in a gale of wind, to keep her from the danger of being driven upon a lee-shore, where there is no anchorage. It will also be found of great importance, in case a ship should lose her sails, carry away her masts, lose her rudder, get becalmed after a strong gale in a heavy sea, or become otherwise in a distressed situation.

The invention is rendered invaluable, by its being at once upon so plain and so easy a principle, that it may be comprehended in an instant; and two or three seamen can, at any time, construct the whole machine in a few minutes, out of a part of the ship's materials, without any loss or expense whatever; as the machine, after it is done with, can with ease be taken to pieces, and those parts which composed it used again for their ordinary purposes.

KENTISH'S IMPROVED DERRICK FOR LOADING AND UNLOADING SHIPS.

THE principal parts of this machinery are a purchase wheel, properly fastened; a roller to take the rope off that wheel; a break-wheel, and a lever to press on this to lower the weight down; a racket-wheel and paul to stop the roller from going back when hoisting up the weight; a ship's mast, or a post in the ground on shore with a guy, a shieve to keep the rope extended, and a hook on which the weight is fixed.

By the cranes of almost any construction, there is little difficulty in raising a weight, but accidents too frequently happen in lowering the lever. The common method of delivering a cargo from ships, is by a large luff tackle, fixed to the head of the derrick, the end of the face being brought to the capstern, by which four men can with difficulty raise a hogshead of sugar; but it requires, at least, five to lower one down with safety; the weight frequently overpowers that number, and obliges them to drop from the bars.

To prevent such accidents, Mr. K. has invented the roller with two inclined planes to his derrick; three turns or more with great weight of rope, from the purchase-wheel at the head, are to turn round the centre of the roller, which is taken off as the weight ascends by a small roller, with two inclined planes, placed a little above the large roller, a man holding or drawing the rope off until the weight is as high as wanted; then the lever is pressed on the break-wheel, by a weight at the end, sufficient to check the roller, and make it perfectly easy to the man or boy to ease the rope away as fast or as slow as he pleases. The weight being checked by three powers, the boy holding on the rope, the handle to the roller, and the lever pressing on the break-wheel.

The derrick may be applied to various uses on shore, on board his Majesty's ships in ordinary, hospital and prison ships, or to get in the guns and stores of a man of war, by a few hands, before the proper officers and ship's company are ordered on board. The wheel and roller may be applied to hoist up water from a deep well, and it will bring up a large quantity with less strength and labour than is now required by a common wheel and pinion; to hoisting up boats on board men of war or merchant ships, with more ease and expedition than by the common tackle; and to lowering them with safety, as she must go down in a horizontal position into the water, and is disengaged in a moment; which prevents accidents, particularly when the ship has sternway, the boat is often in danger under the counter, before the tackle can be unhooked; four men will be sufficient to deliver a sugar ship, which with a capstan requires eight. With the derrick, the patentee asserts, that there is a saving of time and of rope; and the machine itself is not liable to get out of order. It will last as long as the ship; and if an accident occurs, it is so simple, that any mechanic can repair it.

RECIPE FOR PREVENTING RUST.

CITIZEN *Conté* has communicated to the Society for the Encouragement of National Industry the new process to prevent the effects of rust and oxidation of metals, which he considers as far more practicable and simple, than any other method as yet discovered. "Take some of that varnish which the French call *vernis gras à l'huile*, of which the basis is gum copal; the whitest that can be found is the most proper. Let the essence of turpentine well rectified be mixed with this in proportions of from one-half to four-fifths, according to the degree in which it is intended that the pieces to be peserved should retain their metallic brilliancy. The metal is in the first place to be wiped with a piece of cloth or leather strongly impregnated with *alkali*, then washed in pure water, and afterwards rubbed dry with a linen cloth. Take a bit of fine, sponge, let it be first washed in water, and afterwards in essence of turpentine, to extract the water: put a little of the above varnish in a vessel, and then place the sponge in the midst of it till the whole is imbibed. Let the sponge be squeezed between the fingers till it has discharged very nearly all the varnish contained in it: let it then be passed lightly over the barrel of a gun, or any other piece of metal, taking care not to repeat this when the essence has evaporated, which would render the varnish rough and of unequal tint: let the metal then be dried in a place secure from dust." Citizen *Conté* observes, that he has employed this process with success, and that experience has proved that pieces thus varnished, under every circumstance, preserve their metallic brilliancy without the slightest touch of rust.

WASHING WITH SEA WATER.

DOCTOR Mitchell has discovered and published in the transactions of the American Society a process by which sea-water may be rendered fit for scouring foul linen without the assistance of soap. Considering the pestilential diseases that are occasioned by a neglect of cleanliness on board ships during long voyages, this discovery may be regarded as of the greatest importance.

MARINE SCENERY.

THE LAND'S END.

THE Land's End is the most westerly promontory in England, and, when contemplated with all its adjuncts, cannot fail of awakening the united sensations of awe, terror, and admiration, even in the most placid bosom. The huge and ragged rocks, forming a barrier to the tumultuous sea; the immense expanse of waters; the ceaseless roar of the waves; the constantly changeful effects of light and shade playing on the surface of the deep; the gliding vessels sailing in all directions; the various aquatic birds wildly screaming at the sight of man, or pursuing their instinctive propensities on the surface of the howling billows; all combine on this spot, to rivet the attention of the mind, and fill it with emotions of astonishment at the sublimity of the prospect. Justly has the Cornish poet* characterised the scene in the following lines:

ON THE SEA.

The sun-beams tremble; and the purple light
Illumes the dark Bolerium, seat of storms;
High are his granite rocks; his frowning brow
Hangs o'er the smiling ocean. In his caves
Th' Atlantic breezes murmur; in his caves,
Where sleep the haggard spirits of the storm.
Wild, dreary are the schistine rocks around,
Encircled by the wave, open to the breeze.

---

* Mr. Davy, the learned and scientific Lecturer at the Royal Institution.

The haggard cormorant shrieks ; and far beyond
Where the great ocean mingles with the sky,
Are seen the cloud-like islands [*], grey with dust.

The point named the Land's End, was called by Ptolemy, Bolerium; by the British bards Penringhuaed, or the Promontory of Blood; and by their historians, Penwith, or the Promontory to the Left. Near this craggy cliff are three caverns, in which the agitated waters occasionally roar with tremendous fury ; and several masses of rocks are seen above the surface of the sea for above two miles west of the Land's End. These are called the Long Ships : and, from the dangerous situation of this coast, a light-house was erected on the largest of these rocks in the year 1797, by a Mr. Smith, who obtained a grant from the Trinity House for that purpose, and who is rewarded by a certain rate on all ships that pass the Land's End.

ADVANTAGES
WHICH
THE FUR TRADE OF THE NORTH-WEST COAST OF AMERICA
OFFERS TO GREAT BRITAIN.

THE repeated voyages made since the fifteenth century to discover the existence of a northern passage between the Atlantic and Pacific Oceans, either by sailing eastward round Asia, or westward round North America, (by which passage the circuitous route of the Cape of Good Hope might be avoided), have all tended to throw a negative upon the question. Yet, although all those voyages were unsuccessful in the main point, we owe to them a number of useful discoveries ; such as Newfoundland, and the Labradore Coast ; the Gulph of St. Lawrence, and Canada, Hudson's Bay, and others. Captain Cook's third voyage, beginning in 1776, and ending in 1780, was for the chief purpose of discovering this passage, the other views being merely accidental and subordinate to that main design. It terminated, like all the former ones, in a frustration of the main point ; but all the other ends of it were answered in a manner suited to the great expectations which were formed of the talents of the conductors. Some new discoveries were made, and many errors in the supposed geography of the globe corrected. From the accounts published of that voyage, it appears that some important advantages might be derived to the commerce of this country if a fur-trade were to be established with the inhabitants of the north-west coast of America.

---

[*] The Scilly Islands may be seen in clear weather from the Land's End.

The natives of Nootka, or King George's Sound, bartered the skins of black bears, sea-otters, wolves, foxes, deer, racoons, martins, and pole-cats, for knives, chissels, nails, looking-glasses, brass-buttons, or any kind of metal. Captain Cook, at parting, received from one of the chiefs two very fine beaver skins, and was earnestly importuned to pay another visit, when he would have a large stock of skins ready: a plain proof that there is no want of skins if a market were established for them. The fur of the sea-otter, according to the Russian accounts, is softer and finer than that of any other animals known by Europeans; and the skin of a full grown one is sold by the Russians to the Chinese at Kiatchta at from 80 to 100 rubles, or 16l. to 20l. The breed of the sea-otter, owing to the place of its resort, can never be exterminated, as is nearly the case with many other animals in Asiatic Russia, from the rapacity of the collectors. The natives of Prince William's Sound gave their fine sea-otter skins for any kind of beads, of which they were very fond. For long pieces of iron they also exchanged the skins of white and dark-brown bears, common and fine martins, seals, racoons, small ermines, foxes, and the whitish cat or lynx. In some parts of Cook's River the natives gave their fur dresses of sea-otters, martins, hares, white rabbits, and red foxes, for old cloaths, beads, and pieces of iron; in others, for knives and tobacco.

On the ship's homeward passage they anchored at Macao; and Captain King, who went up to Canton, disposed of about 20 skins of sea-otters, mostly belonging to the late Captains Cook and Clerk, to a Chinese merchant for 800 dollars. During Captain King's absence a very brisk traffic had been carried on at Mecca for sea-otter skins, the value of which had augmented every day. One of the sailors disposed of his stock alone for 800 dollars; and a few of the best skins, which were clean, and had been carefully preserved, produced 120 dollars each. The amount, in goods and cash, obtained for the whole was 2000l. sterling, although at least two-thirds of the quantity originally procured from the Americans, were then spoiled, and worn out, or had been disposed of in Kamtschatka. The sailors were so improvident, that, on their first return from the northward into tropical climates, their fur-jackets were kicked about deck as things of no value, though it was known in both ships they were to make another voyage towards the pole. They were, however, picked up by the officers, and packed in casks to be restored to the owners when needed. If to these facts be added, that the furs were collected without any just ideas as to value; that most of them had been worn by the savages; that, instead of care being afterwards taken for their preservation, they were used as bed-clothes, and for other purposes, during the cruize to the northward; and that the full value was never given for them in China, (articles of traffic not being looked after on board King's ships, nor a knowledge how to dispose of them to advantage, if they happen to come in their way, being to be learnt there,) the benefits to accrue from a voyage to that part of the American coast, with commercial views, will be apparent. Captain King was fully persuaded that this object might be easily obtained, by means of our East India Company, not only with a trifling expense, but even with the prospect of very beneficial consequences; and he lays down the following scheme for carrying it into execution. He proposes that the East India Company's China ships should, each, carry an additional number of men, making 100 in the whole. Two vessels, one of 200 tons, and the other of 150, might, according to his calculation, be purchased at Canton, and equipped for sea, with one year's provisions and pay, for 6000l. The expense of the requisite articles for barter is, he says, very inconsiderable. He particularly recommends that each of the ships should have a forge, five tons of unwrought iron, and skilful persons to make occasionally such tools as the Indians should have the greatest liking to. For though half a dozen of the finest skins were purchased with twelve large green glass beads, yet the fancy of the natives for ornamental articles was as capricious and variable as any European's; the only sure commodity was iron. To this might be added several bales of coarse woollen cloth, two or three barrels of glass and copper trinkets, and a few groce of large pointed case knives.

When the ships are prepared for sea, they will sail with the first south-west monsoon, which usually sets in about the commencement of April. He then gives directions for pursuing the course; but as Captain King considers the prime object of the voyage to be for making discoveries, and the purchase of skins as a secondary concern for defraying the expense; and it is intended here to consider it solely as a commercial undertaking, the commander of any vessel, which may hereafter go upon such an expedition, must of course be left to his own judgment and the prospect of the markets.

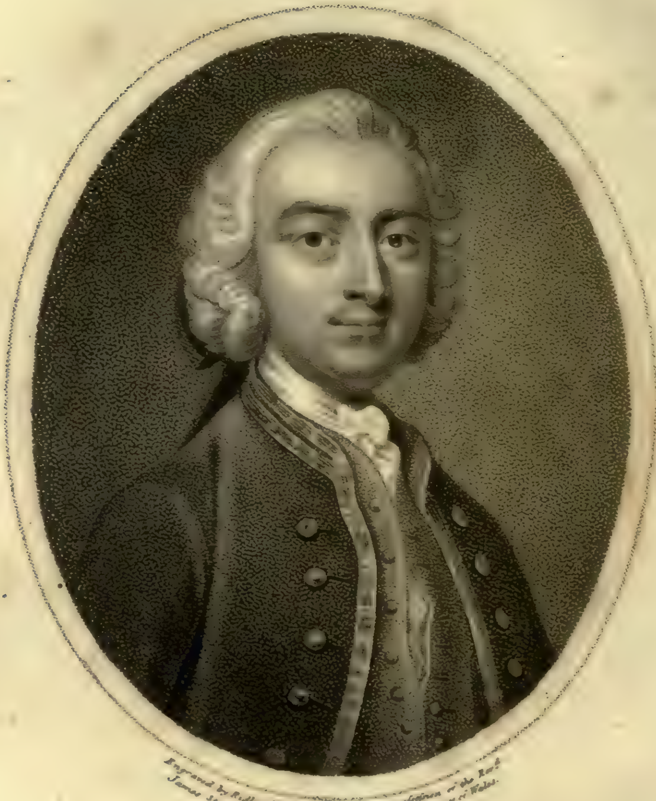
Captain King also proposes that two vessels be sent, not only for the greater security of the voyage, but because single ships ought never, in his opinion, to be sent for the purpose of discovery. For where risks are frequently to be run, and uncertain and dangerous experiments tried, it can by no means be expected that single ships should venture so far, as where some security is provided against an unfortunate accident. Although this opinion may be extremely well founded with an eye to voyages of discovery, yet it appears that the North-west Coast of America is now so exactly ascertained, that the

Americans of the North-east Coast (who have gotten the fur-trade, to which the British discoveries gave rise, solely into their hands,) make no more of a voyage to it than they would of one to Europe or even to the West Indies, frequently sending thither the smallest ships, brigs, and even schooners of less than 100 tons, burthen, without any consort. Nevertheless the voyage is infinitely more tedious to them than the British, to whose ports the former very frequently, if not mostly, previously resort across the Atlantic to purchase their articles of barter for the Indians, such as iron work, glass beads, &c.

This scheme, however, has never been attempted to be put into execution by the East India Company; although, from existing circumstances, they interpose, and prevent all the other merchants of Great Britain from a very lucrative branch of trade, as will be presently endeavoured to be shewn. One of the Officers on board the Resolution remarks, that a very beneficial fur-trade might certainly be carried on with the natives of this vast coast; but without a *northern passage*, it is too remote for Great Britain to be benefited by such commerce. With respect to Great Britain, fettered as its commerce is with the East India charter, his remark is very just; but if its commerce was unrestrained, his conclusion will be easily proved by experience to be unfounded. The Americans of the United States, who have, as before stated, a more tedious voyage to the north-west coast than the British have, and are obliged to purchase at home, or come to British ports for their articles of barter, make, notwithstanding, a very beneficial commerce of it. Why cannot the British, with the advantage of sailing directly from their own ports, and with their own manufactures, do the same? Because the East India Company stand in their way. The Americans, when they have obtained their cargoes of furs, carry them to China, exchange them for goods of that country, and return with a freight which clears from three to five hundred per cent. including purchase of articles of barter, and provisions, freight, seamen's wages, and all other expenses. A direct trade would be more unproductive to them than to the British, if they were obliged to bring their furs home as the British merchants must do, because the East India Company possess the exclusive privilege of the Chinese trade. In 1799 a small ship of about 150 tons burthen, carrying eleven men (including Captain and Mate,) and eight guns, returned to Boston, in New England, with a cargo, which cleared near 500 per cent.; and, in less than a month, several of the crew sailed again on a similar expedition in smaller schooners from Bristol in Rhode Island. The ship, according to the account of some of the seamen, who had made two voyages to the north-west coast, was too large. One of 110 tons, carrying four guns, was fully adequate to the purpose of defence against the natives, and light enough to run into creeks where a boat would run the hazard of being cut off. So that the expense of two vessels, proper for this service, is much less than is calculated by Captain King, who considers the voyage rather as intended for discovery than trade.

If the East India Company interpose between the other merchants of Great Britain and this lucrative trade, they ought to take care that the country loses none of the objects for which so many expeditions have been fitted out at a vast expense. Although Captain King pointed out that they might, at an inconsiderable expense (and which in fact may be reduced much below his statement,) benefit themselves, yet they suffer others (who can by no means cope with them if they were to take it up,) to run away with the whole advantage. In one year, ending the 30th of September, 1799, the exports of the United States to North-west America amounted to 72,941 dollars; what must their profits have been? The fur-trade of Canada was once thought important enough to be the object of a war with France, as was that of Nootka Sound, a few years since, of causing an armament against Spain, although it could not possibly be of utility to any but the East India Company, who have never thought it worth attending to; and their charter has been since renewed without noticing it. The trade of the East India Company to China drains this country of immense quantities of dollars, and it is certainly political to substitute, if it can be done, articles of manufacture for bullion. The Americans, who have very little of it, wisely purchase with their own produce articles of English manufacture fit for Indian markets; bring their furs to China, and the Chinese productions home, without draining their country of a single dollar. This example ought to be followed by the East India Company, and even if one or two hundred thousand dollars only could be kept annually in the country, it is an object.

Lord Sheffield in his "Observations on the Commerce of America," looks upon the United States as dangerous rivals to Canada in the fur-trade. Brissot in his "Commerce of America with Europe," says that the proximity of the great establishments "which the Americans form at present at Pittsburg, and in many other places of their possessions beyond the mountains, must insensibly give them great advantages in this commerce, and make them partake with Canada a large share of the profits." "These advantages," he adds, "will be still more certain when the English shall have evacuated the forts of Niagara, the great establishment of the Straight, and that of Michillimakinack, a period which the English look forward to with pain." These evacuations have since been made; and the loss, if any, accru-



Engraved by Ridley from a Painting in the possession of the Revd James Stanier Clarke Domestic Chaplain to his R Hs Prince of Wales.

SIR JOHN MOORE Bart K.B.

Admiral of the Blue Squadron

ing from thence to the British nation ought, if it can be done consistently with justice, to be made up elsewhere.

They have an undoubted right to trade to the North-west Coast of America; and if the East India Company, who alone during the existence of their charter can benefit by it, be minded to turn it to advantage, the articles of barter (the principal of which, iron, would go as ballast,) may be easily conveyed to China in their ships, and put on board two or more vessels of 100 tons each. These vessels would be sufficiently large, as the articles which they carry out and bring home lie in a small compass. The British, in their traffic of furs thus procured, would be enabled to undersell the Russians, and the amount of them in bullion would be retained in Great Britain. As the East India Company would select properer persons for traffic than can be supposed to be met with in King's ships, it does not seem to admit of a doubt, but that the undertaking would be very beneficial to them, and prevent foreign nations from reaping the fruits of our discoveries.

A FRIEND TO COMMERCE.

DESCRIPTION OF PLATE CXLIV.

THE annexed Portrait of the late Admiral Sir JOHN MOORE, Bart. K.B. is from a miniature painting in the possession of the Rev. James Stanier Clarke, M.A. An authentic memoir of this brave Officer was given in the Third Volume of our Chronicle*. We have examined several naval documents relative to the times in which Sir J. Moore lived; but the materials from which our account of him was formed, were so ample and correct, that we have not been able to meet with any additional particulars of his life.

* Vide page 421.

PHILOSOPHICAL PAPERS.

RUSSIAN VOYAGE OF DISCOVERY.

THE following is a copy of a letter, written by Dr. Tilesius, Naturalist to the Russian Expedition of Discovery, to Dr. Stoever, in Hamburgh; dated from Santa Cruz, in Teneriffe, on the 25th of October, 1803.

I am just returned from an excursion into the country along the foot of the Peak: at this time of the year it is impossible to reach the summit, nearly half the mountain being covered with ice and snow. My tour has been rather fatiguing, yet I am richly rewarded for my trouble. I have made the most important discoveries, and met with animals, which we hitherto mistook for plants, having seen them only in a dried state. I have seen mummies, which are found in caverns near St. André, Sensal, and on Mount Alabasso, and most probably originate from the ancient inhabitants of this island. For three days I have been constantly pacing up-hill and down-hill. The banks of the port of Oratrava have furnished me with a greater number of interesting articles, than those of Sensal and Santa Cruz. Most of the new species I have met with, belong to the families of sea-urchins, sea-stars, and polypusses.

The soil of this island is throughout of volcanic origin, and abounds with an uncommon variety of lava. The Spanish Governor of the island, Marquis de Cassicadigal, resides in Santa Cruz; he received us with great kindness, gave us letters of introduction for Oratrava, and shewed us in person his two gardens near Santa Cruz, where we found numerous scarce plants, of which M. Resanoff, our Ambassador, obtained, at his request, for the Emperor of Russia. The large botanical garden, laid out in the year 1795, in the vicinity of Oratrava, by the Marquis de Nava, who at present resides at Laguna in this island, far exceeded our expectation. The Marquis has in his service a very able gardener, an Englishman of the name of M'Manus, who with much good nature entertained us a whole morning with specimens of his skill and industry. He is a good botanist, and intimately acquainted with the works of Linnæus. I have made a descriptive catalogue of a variety of new African species, which he has discovered on his frequent botanical perambulations in the interior of the country. In addition to other valuable historical information, I have made a drawing of an obelisk, and copied several inscriptions, which illustrate the history of Teneriffe. On the obelisk are represented the Quanzes, the former inhabitants of the island, in their ancient costume, dressed in hides, their heads encircled with garlands of flowers, and holding a bone *(crus femoris)* in their hand: on the point of the obelisk stands the Santa Maria de Candellera. I have made several drawings of picturesque views, dresses, and productions of the island, and laid down special maps, which shall be elaborated after my return. Most of the curiosities obtained, I have myself collected; but with the productions of the Peak I was presented by an American Captain, who ascended the mountain in the month of August last.

We sailed from Falmouth on the 5th of October, and arrived here on the 20th. In four days, at latest, we intend to set sail for Rio Janeiro in Brazil, whence I will write you another letter.

OF THE REFRIGERATION OF THE EARTH, OR THE DECREASE OF THE NATIVE HEAT OF THE GLOBE.

[Concluded from page 30.]

IN vain have men shewn a desire to raise difficulties, and to found doubts upon conjectures. Difficulties are sometimes a criterion of truth; but they are oftener obstacles to its progress. Many people exercise the ingenious art of conjecture, without knowing either its use, or its proper limits. To conjecture, is to add facts that are only probable, to facts that have been ascertained, and thus to extend the sphere of our knowledge. Conjectures should never appear but in the train of causes, with a view to multiply their applications. It is inconsistent with the nature of conjecture, to make it ascend, contrary to its proper course, to attack the cause. The region of possibilities is immense; it ought, therefore, to be our business to search for new truths, and not for arms to combat old ones.

I would ask, Sir, if in the science of natural philosophy there can be discovered a solution more simple, or better founded, than the hypothesis of M. Buffon? It is simple, because it is nothing more than the fact itself—the decrease of heat. It is founded in three strong facts; the heat which evidently resides in the internal parts of the earth, and cannot but decay, according to a general law of nature; plants of India discovered in Europe, which could not be transported, nor have grown here without a temperature equal to that of the climate of India; elephants which have left their spoils in Siberia: a fact which clearly shews, that that climate, now so cold, experienced, in primitive times, the fervid rays of the Torrid Zone.

We cannot doubt, that, according to this hypothesis, the earth would first cool down at the Poles. The waste of central heat would be a little more considerable there, by reason of the flatness of the globe; but the unequal action of the sun's rays contributed most materially to this fall in the temperature. Although the greatest heat of summer has been found every where the same, the sum total of heat, in the whole course of a summer, is very different in different climates: the sun, transmitting fewer rays, discharging them more obliquely towards the northern regions of the earth, restores less to those climates in summer than they lose in winter. It therefore necessarily follows, that of all the countries of the earth, those which lie under the line ought to have been the longest uninhabited, and that those of the Poles ought to have been first in a habitable state. Thus, in consequence of this gradual refrigeration, the same temperature has visited, successively, all the regions of the globe, from the Pole even to the Equator: and here is a striking agreement between reason and experience, between the theory and the phenomena; inasmuch as we find the traces of this refrigeration in the preserved monuments of natural history; monuments which indicate three progressive stages of an extraordinary heat; the first in Siberia, the second in France, and the third in the Torrid Zone, where it still continues.

The decrease of heat will one day become sensible to the observation of the thermometer; but this will be the result of many ages: the object will then be placed at that distance which renders all degrees of vision alike. If there are at present men of sober minds, who are not struck with the force of this truth, let them not find fault with the man of genius, who has a longer sight. None will pretend to dispute his eloquence: the eye of his mind has a superior excellence, as real as that of his language; and the majesty, the elevation of his style, result from that eminence where he took his station, in order to observe and describe the phenomena of nature. Besides, the idea of the inflammation of the earth, is only new by the connexion which M. Buffon has established between it and other phenomena, and above all, by its consequence, the refrigeration of the earth. Des Cartes, in his day, imagined that the earth, and other planets, were nothing but so many little *incrustated* suns. Leibnitz did not hesitate to affirm, that the earth owed its form, and the consistency of its matter, to the element of fire; and yet these two philosophers had not, by far, so many facts and observations as have been obtained and collected in our times. Do you not conceive, Sir, that an idea which has occurred, in less than two centuries, to three of the wisest heads, bids fair to obtain the empire of the world? But in the mean time, until it takes possession of the general opinion, ought we not to acknowledge its truth and solidity, now that it rests in the doctrine of central heat, and is vouched by two facts in natural history, inexplicable without it?

This heat is unquestionably not a benefit which belongs exclusively to us; nor does the diminution of temperature menace us alone: the planets are all the workmanship of the same hand: they must partake in the same advantages, and share the same fate. If the heat of the sun is insufficient for us, how should it suffice to the globes of Jupiter and Saturn, where it has twenty-five and a hundred times less energy? "Will any rule of analogy (says M. Buffon) permit us to doubt that the other planets contain, in the same manner, a certain quantity of heat, which peculiarly belongs to them, and which must render them capable of receiving and maintaining living nature? Is it not more noble, and more becoming the idea we ought to have of the Creator, to believe that every where there exists beings capable of knowing him, and of celebrating his glory, than to depopulate the universe, with the exception of our globe, and to despoil it of every sensible being, by reducing it to a vast solitude, where we should find nothing but the desart of space, and frightful masses of wholly inanimate matter *?"

It is my business here, Sir, to examine only the refrigeration of the earth, and the probability of a once greater heat, which favours my belief in an anciently inhabited state of the northern climates. But the extension of the same doctrine of central heat to the other planets, seems to me to derive confirmation from certain appearances which I propose to communicate to M. Buffon, and which I wish you to remark, as an additional proof of the general hypothesis.

Certain calculations made by M. de Buffon have convinced him, that several of the planets cannot be inhabited; some, by reason of an excess of heat; others, by reason of an excess of cold. Jupiter, for example, still highly impregnated with fire, looks forward to the epoch of living beings, which he will not see for some thousands of years: the frozen moon has not a single inhabitant. Indulge me in a few observations upon the phenomena of those two extreme situations of nature.

The globe of Jupiter, with the assistance of our long telescopes, presents us with large dark spots: they have been seen in the field of the disc; but the most remarkable of them are what they call belts, and which cross him in the middle. These belts, though the most permanent of his spots, are not always the same: astronomers have observed them to the amount of eight, but most frequently only three: it has happened, that they could see but one. The whole of his spots present themselves all of a sudden; vanish, and re-appear again in the same manner †. Their thus appearing and disappearing alternately, are a very extraordinary phenomenon. It would seem, that the planet is consigned to a state of constant and general convulsion. These dark and fluctuating spots can be nothing else than seas, which burst from their beds, spread an inundation, and are then swallowed up in an abyss, in consequence of some particular controlling power, which causes them in this manner to rise and fall by turns. A violent disorder in the waters, is the most simple hypothesis; for the commotion would be much more considerable, if those changes took place in the solid masses; if fragments of a continent were tumbling one upon another; and if the globe itself were shaken even to its centre. Whatever be the nature of those appearances, of which it is impossible for us precisely to assign the cause, it is certain that

---

* Hist. Nat. des Mineraux, in 12mo. Tome IV. p. 318.

† *Cassini* Elements de l'Astronomie, p. 401. Mem. de l'Acad. des Sciences, 1708, p. 237.

nothing similar occurs in the habitable earth: there every thing has taken its shape; there every thing is settled and fixed: and this must necessarily be the case; for the industry of nature; the vegetables, animals, and those small forms of matter, which constitute mere detail, could not appear till the large masses became stable and permanent. The eruptions of volcanoes, cities sinking in ruin, alarming tides, which threaten to inundate a whole country; all those calamities which sweep away so many of our species, and so much of their substance, and which cost so many tears to humanity, are only sensible to ourselves. Italy might be swallowed up in the Mediterranean, and Jupiter would know nothing of the matter. We may judge, then, what sort of revolutions they must be, which make such a figure in our eyes, when seen from this globe. It is evident, that in Jupiter nothing has hitherto attained a state of equilibrium; that there is too much agitation in his frame for matter to be consolidated in large and permanent masses, and much less to assume the delicate forms of trees, of fruit, of animals, which precede the existence of that being who is destined to animate and adorn them. The conflict of the elements of the globe of Jupiter, is a picture of chaos, and of the primitive state of nature. The science of astronomy, and particularly the phenomena of Jupiter, may furnish inferences and conjectures analogous to the philosophical views of M. de Buffon. In the different stages of planetary existence which he assigns to those bodies, that of Jupiter is one of the extremes: it is certainly a great deal, that the appearances of nature are so conformable to the ideas of the naturalist; but the moon, where, according to him, life is finally terminated, will supply us with an appearance equally singular and equally worthy of remark.

The moon is the planet nearest to our globe: she is about two thousand times less distant than Jupiter. This distance is farther considerably abridged by the invention of the telescope. We see the detail of the moon's surface with ease: an object as large as Paris might there be sensible to the glass. We are unable to discern the smallest change in her different parts; yet the map of the moon is better known, and more accurately laid down, than that of the earth; insomuch, that the least alteration would be easily observed. It was thought formerly, that her dark spots were seas; but this idea has been abandoned, since certain cavities, or excavations, have been seen in those pretended seas. M. Bouger has proved, that the moon can contain neither seas, nor even a lake of any considerable size *. She has no atmosphere, or at least her atmosphere is so exceedingly rari-

---

* Mem. de l'Acad. des Sciences, 1757, p. 22.

fied, as to be unaffected by the ascent of vapours, which, otherwise, would at times hide those brilliant spots, so frequent on her disc.

By carefully observing some of those spots when they are wholly bright, we find that they present the image of a very deep bason of large extent, defined by a rim, or border, uniformly continued and of a sensible height. The appearance, we are sure, is not that of chains of mountains: they would not exhibit the same regularity: they are actually basons. If it be true, that the sea suffers a constant diminution from evaporation, as men of learning in the northern countries have imagined *, the sea will experience a certain depression; and if it should happen that the globe, arrested by the cold, should resume that perfect solidity which it had in primitive times, before it derived its present form from the operation of fire, the sea, depressed and frozen in its whole mass, and enclosed by the bold coasts of our continents, would resemble, on a large scale, those lunar basons. The aspect of the moon clearly conveys to us an idea of that state which is assigned to her in the hypothesis of M. de Buffon. Her surface is uneven, rugged, and full of cracks, or chasms. It should seem, that the solidity of this body amounts to an absolute privation of moisture: every thing there has the appearance of solitude, and the want of animation; every thing denotes silence, and the absence of life. Though this planet may have no atmosphere now, it will not follow that it never had one; but when a total cessation of its native heat extinguished vegetation, when the waters and, gradually, all fluid substances, became congealed, the atmosphere, the air (the existence of which depended on this heat), must have perished at the same time, and, falling down upon the planet, froze along with it, uniting itself to the whole, from which it had formerly been separated.

Is not that of the moon, Sir, a very singular destiny? She it was, that by her mountains, her cavities, her supposed seas, inspired our early philosophers with a belief that she was an inhabited planet; she, that suggested to their imagination the notion of the plurality of worlds. At this day, brought nearer by better telescopes, become the object of a closer inspection, she exhibits to us a total aridity, a state of absolute rest, and the appearances of a world consisting of one vast desart, entirely void of living nature. It is the moon, in fine, that suggested the idea, that a planet might be without inhabitants, or, at least, cease to have them.

The pictures I have now traced, founded in those appearances, may be more or less true, in their different circumstances; but they present two essential and incontestible facts: one, that the surface of the

---

* Hist. de l'Acad. des Sciences, 1743, p. 40.

moon, though brought under our view, appears always the same, and seems in a state of perfect rest; the other, that Jupiter, though infinitely remote, that is, at the distance of more than one hundred and seventy millions of leagues, presents us with the phenomena of great and surprizing changes. These appearances suggest two opposite conditions of nature; two conditions analogous to those which M. de Buffon assigns to the same two planets; to Jupiter, subjected still to the dominion of a raging heat, where the elements are labouring to attain a state of equilibrium; to the moon, already a mass of ice, and where her equilibrium is absolute and universal, because every thing is devoid of motion.

You see, Sir, that the falling of the earth's temperature (a necessary consequence of central heat, resting on two authentic facts of natural history,) finds additional support in the system of the universe, the moment we apply this doctrine to the refrigeration of the other planets.

This is all that I proposed to bring under your eye. The heat of the globe appears to me to be a fact of nature. The announced decay of this heat is a happy conjecture, and agreeable to the best principles of a legitimate natural philosophy. I venture to prophesy, that it will be better understood by ages to come, than it is by ours. You will observe, however, that I have no particular interest in the discussion of those questions. Whether this heat should be permanently the same, or whether it should actually exist, it will not be in the smallest degree less evident, that the knowledge of the Chinese, Indians, and Chaldeans, is nothing but detached fragments of the sciences of a people to whom they were all indebted for the learning they possessed. I have been led to this discovery by the astronomy of those nations; and you have affixed to this truth the seal of your approbation. It is true, you consider the Indians as the authors of those sciences; because they transmitted them to us; but weigh well, I beseech you, Sir, the truths I have detailed in these letters: consider, that those same sciences passed through the schools of the Greeks before they came to us; and since the Greeks were not inventors, the Indians could only, like them, be depositaries. The facts which seem to place this pre-existent people under the parallel of forty-nine degrees, are equally independent of the doctrine of central heat. This people might very well inhabit a climate of the same sort with our own. We have just passed a very severe winter in Paris; and yet the course neither of business nor pleasure has been interrupted: people attended the opera and the academy as usual; nor did the astronomers discontinue their observations in the observatory. You see, then, that our activity is by no means suspended during winter: a taste for labour still continues, and the sciences pursue their course, notwithstanding the frost. This very parallel, then, this precise latitude may, in ancient times, have looked down upon a people civilized, learned, happy, and whose knowledge communicated its rays to hotter countries, but less formed for the pursuits of genius.

You see that I have spoken in no view but in support of truth. I have done justice to my illustrious brother academician, without regard of that fraternity which does me honour, or of that friendship which unites us. I have expressed my thoughts as if M. de Buffon had been a Hindoo philosopher. I readily admit, that the native heat of the globe, and the phenomenon of its decay, add a high degree of probability to the opinion I have advanced: it could not be too probable, to merit the adoption of M. de Voltaire. Fable, history, astronomy, natural philosophy, are on the same side. Apollo must not be separated from the Muses, and their suffrages solicit his.

I am, with respect, &c.

CORRESPONDENCE.

TO THE EDITOR OF THE NAVAL CHRONICLE.

SIR,

AS every object, however minute, which has not been thoroughly investigated, or clearly comprehended, relating to marine or maritime affairs, deserves our attention, I hope that some of your ingenious correspondents will, through the medium of the NAVAL CHRONICLE, (a work particularly calculated for discussions of this nature,) give such Answers to the following Queries, as may be satisfactory to the curious in such commendable investigations.

Z.

No. 1. How comes it that resuscitation, which frequently succeeds in the recovery of persons who have been a considerable time under water, often fails in the restoration of those who have been but a very short time emerged?

No. 2. Will a human body sink to the bottom of a deep sea? or at what depth will it cease to sink, and for a time become stationary?

No. 3. What is the cause of a human body, that has been drowned, rising, and remaining at the surface; and what is the usual time between the sinking and rising?

No. 4. How much sooner will the body rise in salt water than in fresh?

No. 5. Is there any method, and what, by which a boat's crew may (if the boat fill with water) prevent themselves and boat from sinking, without having been any way prepared for such an event?

No. 6. What is the best method yet promulgated for saving the lives of ship wrecked mariners, when a life-boat cannot approach the ship, or is not at hand?

No. 7. What are the most likely and approved means of conveying a hawser to the shore, from a ship in distress?

No. 8. To what is the incorrectness in measuring a ship's way by the log chiefly due?

No. 9. Can the log measure a ship's way with any, or what accuracy, with or against the current of river or tide?

No. 10. Will the log measure a ship's way with equal accuracy whether she sail fast or slow? and if not, what is the cause?

No. 11. At what depth of sea will an empty bottle, tightly cork'd, (and charged with a sufficiency of shot to sink it) have the cork forced in, and become filled with salt water?

No. 12. Has the comparative weight of the sea-water taken into the bottle at such a depth, to that at the surface of the sea, been ascertained? and if so, what is the difference?

No. 13. Is the true cause of the saltness of the sea well understood? If so, what is the cause?

No. 14. Is rock-salt a concretion from sea-water? Or, is the sea-water salt from the rock-salt which it dissolves, and the other salts from the earth, which it imbibes?

No. 15. Is the sea saltest in high or low latitudes, in deep or shallow seas?

No. 16. Is it salter at the surface during a storm or in a calm?

N. 17. Is the sea, at great depths, materially agitated, or at all disturbed by winds and tides?

No. 18. What is the greatest depth to which the sea has been fathomed, without finding bottom?

No. 19. Is there any other probable cause for the flux and reflux of the tides, beside that from the influence of the sun and moon?

No. 20. Is there any method by which a great additional purchase may be gained, when the windlass and capstan are insufficient to weigh or free the anchor from the ground, and what, if any, is the method?

No. 21. If there be wind sufficient to fill the other sails of a ship, will setting the top-gallant sails increase her way?

No. 22. Are there any possible means of freeing a ship of her water, in cases of bad leakage, when her pumps cannot effect it?

No. 23. What are the ways and means, if any, of preventing the magazine of a ship on fire from blowing up?

No. 24. What is the cheapest, most ready, and best sailing ballast; and in what manner situated with least inconvenience, and most advantage to the ship?

No. 25. How much less water will a ship, of any given weight, draw in salt-water than in fresh?

No. 26. When a ship at sea is by any accident deprived of her rudder, what are the best or readiest means of supplying a substitute?

No. 27. Where does the magnetic needle cease to point to the pole in northern latitudes?

No. 28. How is the magnetic needle affected on approaching and passing the meridian?

No. 29. What is the reason that sea-water, which is, in itself, as colourless and transparent as river-water, assumes various appearances, such as green, red, yellow, brown, black, &c.?

No. 30. What is supposed to be the superficial dimensions of the sea to that of the land comparatively?

No. 31. What is the cause of sea-sickness, and the means of preventing it, or relieving the patient?

No. 32. How comes it that some persons, on first going to sea, and ever after, are not incommoded by it?

No. 33. And that others are once sick at sea, and never after?

No. 34. What are the most accurate means of ascertaining the tonnage of a ship?

No. 35. How may it be known at sea when the moon shall begin to shine, having no table to refer to?

No. 36. Is there any method generally known, by which to find the moon's age or change, at any time or place at sea, without reference?

No. 37. How may the time of the moon's coming to the meridian or southing be ascertained, her age being known?

No. 38. What is the comparative weight of masts, yards, booms, boats, anchors, cables, sails, rigging, &c. of a ship, to that of her tonnage?

No. 39. What are the most effectual means of preventing the destructive effects of rats on board ships?

No. 40. What are the most certain and durable means for effectually preventing leakage in ships, whether from severe straining, or other causes?

No. 41. What is the best method yet promulgated for preventing the pernicious effects of foul and damp air in the holds of ships?

No. 42. What is the best measure yet devised for preventing that rapid decay to which ships of war, Indiamen, &c. are so destructively subject?

No. 43. Can any ways or means be evinced, by which the great consumption of the oak of this country may be lessened? If so, what are those ways and means?

No. 44. How may it be known whether a body found dead in the water had been thrown in dead, or had been actually drowned, no marks of violence appearing upon it?

No. 45. Are all living men specifically heavier than sea-water? If not, what is the cause?

[*To be continued.*

THE

FOURTH REPORT OF THE COMMISSIONERS OF NAVAL INQUIRY.

[Continued from page 41]

WHERE the capture is not adjudged prize, the agent does not receive any commission nor any compensation for his trouble. In such cases he charges only his disbursements.

The commission above mentioned is not always received by one agent, or by those only who do the business. For the most part, two or more agents are appointed by the captors, who then share the commission; and it happens not unfrequently that a friend of the Captain appointing the agent, and the secretary of the Commander in Chief, are named in the letter of attorney with the regular agent, and, by virtue of being so named, or by a private agreement with the efficient agent, participate in the commission without taking any part in the employment. The agents whom we examined * concurred in opinion, that their profits (so far as they arise from commission) would

---

* *The Examination of Thomas Maude, Esq. taken upon Oath the 27th of June, 1803.*

How long have you been employed as a prize-agent?—Upwards of forty years.

For what number of King's ships were you employed during the late war?—I should think from thirty to forty; I was not employed for a fleet, but for single ships.

Do you apprehend that any other house has been employed more extensively in that business than yourself?—Yes, I should suppose Messrs. Cook and Halford; and Mr. Sykes may have been.

Have you in general been employed as sole agent, or have you been joined with other persons not performing any part of the business?—I have been more frequently sole agent, but in several instances joined with other persons not performing any part of the business.

Have you usually been joined with a person at one of the out-ports as agent, or has such person been employed by you for the disposal of prizes?—In some instances, a person at the port has been joined with me in the power of attorney, but more frequently I have employed a correspondent to do the business.

Have you usually been the acting, or efficient agent?—Yes, generally.

What commission have you usually charged as prize agent?—Five per cent. upon the gross proceeds, except where large sums have been paid for duties, which have been deducted before the commission was charged.

What proportion of such commission have you in general received, where you have been the acting and efficient agent for the captors, after paying such persons as have been joined with you (if any) their respective shares of the commission?—Upon an average, nearly one half of the commission, or two and a half per cent.

Do you mean to say, if you had been sole agent for the prizes for which you have been concerned, and had received two and an half per cent. commission, that you would have made as much money by the business of prize agency as you have done from the circumstance of your having been joined with other agents?—Yes; but I think it is answered in the preceding question.

What is the usual expense of condemnation of captured and detained vessels in the Court of Admiralty?—In cases of enemy's vessels, where there are no claimants, from about fifty to one hundred pounds; in cases where claims are made, from one hundred and fifty to two hundred pounds, on an average.

Is it the practice, when neutral vessels or their cargoes are condemned, to deduct the captors' law expenses from the proceeds, before they are paid into Court, or before security be given for the net proceeds?—I should deduct all expenses, as well law charges as others, previous to paying in the net proceeds, but not the commission.

What is the usual expense attending the prosecution of a suit in the Court of Appeals?—Where the Court do not call for further proof, the expense is usually about one hundred and fifty pounds; but where further proof is required, the expense is very uncertain—from one hundred and fifty to five hundred pounds and upwards.

In cases of condemnation where appeals are entered, is it always the rule to pay the proceeds into Court, or give security to the amount?—Not unless moved for on behalf of the claimants, and ordered by the Court(*).

THO. MAUDE.

Chs. M. Pole.
Ewan Law.
John Ford.
Henry Nicholls.
Wm. Mackworth Praed.

be increased, if one agent, or two or more, being general partners,

---

Addition made to the foregoing Examination the 28th June, 1803, by desire of the Examinant.

(*) But if an Appeal be entered previous to sale, it is necessary to apply to the Court for a commission of appraisement and sale, and then security is given for double the amount.

THO. MAUDE.

Chs. M. Pole.
Ewan Law.
John Ford.
Henry Nicholls.

The Examination of James Halford, Esq. Navy Agent; taken upon Oath the 14th and 15th of June, 1803.

How long have you acted as prize agent?—The whole of last war.

For what number of King's ships were you agent during the last war?—About 140.

In what time after the arrival of the captures in port has an adjudication on enemy's and neutral vessels generally taken place?—In a ship of war, or clearly enemy's property, about a month or six weeks; in cases of neutral ships, from six to twelve months; and in some instances of vessels from the East Indies, two years.

In cases where no appeals have been preferred, in what time has the sale and distribution generally been made?—In cases of enemy's property, about two or three months after condemnation. In one instance of salvage last war, we made distribution in about a fortnight or three weeks. In all cases of neutral ships, the owners are allowed a year and a day for giving in their claims, and we have in no case made distribution of such property within that period.

Do you invariably put up the prize goods to sale on condemnation, or do you conceive yourself at liberty to defer the sale in hopes of a rise in the market, or for any other cause?—We seldom take that risk upon ourselves, but order a sale to be made as soon as possible after condemnation.

Do you dispose of the prize goods by auction, or is the manner of sale, and the time of payment for the goods, left to your discretion?—We always sell by public auction.

When prizes are sold, and accounts of the sales made up, do you immediately give the necessary notices in the Gazette for distribution, whether the ships making the captures are in port or not?—We generally wait the arrival of the ship in order to make the first payment on board, to prevent demands from the holders of authorities which may have been revoked.

Where, and in what manner, is distribution made to the captors?—We generally make the distribution on board the ship by ourselves, clerks, or correspondents at the several ports, according to the magnitude of the payment.

Where have you paid recalls, and whether by yourselves or sub-agents?—We have always made our own recalls in London, and have paid parties whenever they applied.

By what authority do you pay shares of prize money to others than the parties themselves?—By powers of attorney; and if for small sums, by orders attested were appointed for every capture, with a commission of two and an

---

by the captain, or ministers and churchwardens in the parish where the parties reside, if on shore: and sometimes, by applications from captains, we remit the amount to men serving under their command.

What authority do you consider sufficient, and act upon, in discharging the distribution lists by shares carried to accounts current?—By powers of attorney only.

After having taken into your hands such shares as private agent to the party, do you in any case afterwards carry back the whole, or any part, to the distribution list, and pay it among the unclaimed shares to Greenwich Hospital?—We never carry any prize money to account current but by legal authority, and consequently are only accountable to the parties or their representatives.

What proportion of the amount of the shares paid is received by you as private agent to any of the captors?—The proportion is very small, as there seldom are more than three or four officers on board the ship for whom we are private agents.

Have you regularly, at the expiration of three years and three months, paid over to Greenwich Hospital the forfeited and unclaimed shares?—Constantly.

Have you accompanied such payment with an account of the whole distribution, or only given in an account of the shares then paid over to Greenwich Hospital?—Till lately we only gave an abstract of the unclaimed shares; but now we give a copy of the distribution list.

In appealed cases for which you have been concerned, what time has usually elapsed between the sentence of the High Court of Admiralty, and the final decision of the Commissioners of Appeal?—In general from two to five years; from the length of time taken to determine appeals, we have in some instances, with the sanction of the captors, and the King's Advocate, submitted to a small sacrifice on the part of the captors, such as paying a small percentage on the value of the property depending, and thereby induced the claimants to withdraw their appeals.

Have you any reason to believe that appeals are sometimes entered only with a view of obtaining a pecuniary consideration from the captors to withdraw it?—I believe there have been instances of it.

How many appealed causes still unheard, are you concerned for?—I do not know the number, but the amount of the property depending is about £20,000.

Is the amount in your hands?—It is.

What is the amount in your hands on account of shares, the distribution of which has been notified?—I cannot say exactly; but I believe it to be about £35,000, exclusive of what is forfeited to Greenwich Hospital.

Do you scrutinize the account of shares paid on recalls, so as to satisfy yourself that they have been actually paid to the parties or their authorized agents?—We do examine the accounts for that purpose.

Are you not of opinion that prize money is in various instances improperly obtained?—Two persons are now in custody for personating seamen, and obtaining money from us fraudulently.

What is the nature of the account of sales delivered into the Court of Admiralty?—The statement of the gross and nett proceeds of prizes, accompanied sometimes with a detail of the articles sold, and the charges and commission.

half per cent. instead of the commission of five per cent. subject to

---

What is the duty of a prize agent?—To take charge of the vessels consigned to him; to have the examination of the prisoners taken before an actuary; to have the same transmitted to Doctors Commons, in order to be laid before His Majesty's Advocate for his opinion and directions. After condemnation, to cause the cargo to be sold in the best manner for the benefit of the captors, and make distribution, or defend an appeal, as the circumstances may be.

Which do you consider the most troublesome part of the business of a prize agent?—The correspondence in long appealed cases, and the clamour and abuse which in some cases attend the recalls.

What is your commission on the sale of prizes, clear of all expenses?—Five per cent. upon the gross proceeds, generally.

Is not this commission charged by some agents on the nett proceeds only?—I believe there have been instances, by special agreement.

Have you any emolument as prize agent, beyond the commission on the sales?—Yes; sometimes the charges made for distribution may exceed, in a small degree, the disbursements. In that case it is an emolument, but in some instances there is a loss.

Have you reason to believe that agents sometimes participate in the charges for brokerage?—There may have been instances of it.

In cases where neutral vessels have been consigned to you, which eventually have been acquitted, have you made any other charge to the captors than the actual expenses you have incurred?—None; there have been instances where we have recovered no part of our disbursements on such occasions.

Do you derive any advantage from holding the prize money in your hands?—We certainly do.

Is there any reasonable objection to the proceeds in appealed causes being placed in the funds, to produce an interest for the benefit of the parties in whose favour the causes may be decided?—There appears to me no other reason than the possibility of a fall in the funds, whereby a loss might be sustained.

Would not the payment of prize money to seamen be relieved from many embarrassments attending it, if the present mode of granting general powers of attorney were prohibited, and an easy method afforded them of giving special powers for prize money only?—I conceive it would, if on a small stamp; the present stamp duty being fifteen shillings, and the shares of prize money frequently not amounting to more than a few shillings.

Would it be practicable that the special powers of attorney above alluded to should be for each separate distribution?—I conceive it would, and it would probably prevent much abuse if such special powers were deposited with the agents upon payment of the money.

What number of seamen have you known to join in one power of attorney for the receipt of their prize money?—Upwards of two hundred.

Of what description are the persons usually employed by seamen as their agents for receiving their prize money?—Dealers in slops, publicans, and other persons of various descriptions at the out-ports.

Have you frequently had applications from different persons of this description for the same man's prize money?—No doubt we have, and we always pay to the latest legal authority.

the drawbacks occasioned by the practice of appointing supernumerary and non efficient agents.

Have you any reason to believe that an improper use has been made of these general powers of attorney?—I certainly think there has.

JAMES HALFORD.

Chs. M. Pole.
Ewan Law.
John Ford.
Henry Nicholls.
Wm. Mackworth Praed.

Further Interrogations put to Mr. Halford, 16th of June, 1803.

Have you taken out of the Court of Admiralty the proceeds of any vessel or vessels condemned, or any part thereof, which are not mentioned in the general account now shown you of the money which has been paid into the hands of the Registrar of the High Court of Admiralty, and the Court of Appeal?—Yes, the proceeds of the Winst and Forlust, amounting to 3000l. and upwards, captured by his Majesty's ship Fisgard, were taken out in March, 1802, and the appeal for that vessel is still pending.

JAMES HALFORD.

Chs. M. Pole.
Ewan Law.
John Ford.
Henry Nicholls.
Wm. Mackworth Praed.

The further Examination of James Halford, Esq. taken upon Oath the 28th of June, 1803.

Has your house been in general employed as sole agents for prizes, or has it been joined with other persons not performing any part of the business?—Sometimes we have been sole agents, but more generally we have had other persons joined with us, in many cases not performing any part of the business.

Has your house usually been joined with a person residing at one of the out-ports as agent, or have you in general employed a person to do the necessary business for you?—Where prizes are sent into the out-ports, we are more frequently joined in the power to an agent residing at the port.

Do the person or persons at the out-ports joined with your house in the power of attorney, receive their full proportion of the commission in the sale of prizes?—They do, when Cook and Halford are mentioned jointly; but when inserted separately, the division is made accordingly.

Have you usually been the acting and efficient agent?—We are generally the acting agents.

What has been the average of the commission your house has in general received, where you have been the acting and efficient agents for the captors, after paying such persons as have been joined with you (if any) their respective shares of the commission?—We frequently do not receive more than a fourth of the commission of five per cent.; upon an average, less than one half. There are frequently many ships concerned in the captures that appoint diffe-

It will be proper to notice in this place, that agents making the

rent agents, that it is impossible to speak, with accuracy, as to the proportion of the commission which we have received: there are persons likewise who sometimes share in the commission by agreement, without their names being inserted in the power of attorney, at the request of the Captain making the capture.

Do you mean to say, if your house had been sole agent for the prizes in which you have been concerned, and had received two and a half per cent. commission, that you would have been more benefited by the business of prize agency than you have been from the circumstance of your having been joined with other agents?—Considerably.

What is the usual expense of condemnation of captured and detained vessels in the Court of Admiralty?—In cases of enemy's vessels, where there are no claims, I conceive, on an average, from 30l. to 50l.; where the vessel has been of small value, the King's Proctor has made his charge considerably less; where claims have been entered, the expenses have amounted to from one to two or three hundred pounds.

Is it the practice, when neutral vessels or their cargoes are condemned, to deduct the captors' law expenses from the proceeds before they are paid into Court, or before security be given for the net proceeds?—We do not, to the best of my recollection, deduct the law expenses in such cases, but give security for the amount of the proceeds, deducting the expenses of the sale only.

What is the usual expense attending the prosecution of a suit in the Court of Appeals?—If further proof be not ordered, I should conceive the expense to be about 300l.; but if further proof be ordered, it may amount to from 400l. to 800l.
JAMES HALFORD.

Chs. M. Pole.
Ewan Law.
John Ford.
Henry Nicholls.

The Examination of John Jackson, Esq. taken upon Oath the 24th of March, 1803.

Are you an agent for prize concerns?—Yes. I was secretary to Lord Keith in 1795, and then became an agent for prizes; and have since been individually so, and jointly with Mr. Elphinstone and Mr. Nicholas Brown.

For what number of King's ships are you agent?—I am in the current discharge of the duties of an agent to one hundred and fifty or two hundred King's ships. In this I include the ships entitled to prize money under the King's grant for conjunct expeditions of the army and navy.

What is the number of prizes under your management for which appeals are now pending?—I should think not more than fifteen.

Are such prizes sold?—Yes.

Where is the amount of the proceeds lodged?—I have in my hands greatest part of the amount, under security given to the Admiralty Court, as is the common practice, according to the prize act. In one instance a prize has been liberated upon bail, the appeal is depending, and the money has not been paid into Court. And in two other instances of claims as joint captures, I have distributed so much to the ships making the capture as they would eventually be entitled to, if the claim of joint capture should be established.

sales, and superintending the business through the progress of the

---

What is the nature of the security given to the Admiralty Court in appealed cases?—The agent appears before one of the Surrogates of the High Court of Admiralty, with two or more persons approved by the Marshal, who give bail, I think, to twice the amount of the money to be taken out of the Admiralty Court; and the bail offered is often obliged to justify.

Do you know any instances in which the person giving bail for money taken out of the High Court of Admiralty has been called upon to pay the amount of his bail in consequence of the failure of the agent?—No; but I apprehend there must have been instances.

What is the amount of the proceeds of vessels appealed for, now in your hands?—About one hundred thousand pounds.

Is the whole amount of money received by you for prizes finally condemned, distributed amongst the captors, or does any part of it remain as a balance in your hands?—In a general view, I should think four-fifths of the proceeds of prizes are distributed in the first month after the commencement of the payment; but there remain in my hands a great many unclaimed shares; and I shall have to pay into Greenwich Hospital, on or before the 6th of next month, 5,500l. out of a sum of 50,000l., which I distributed among the squadron under Lord Keith, for the capture of the Dutch Squadron in Saldanha Bay.

How long after condemnation may an appeal from the sentence be lodged in the Court of Admiralty?—I believe notice must be given within six days, and the inhibition to prosecute must be taken out within a year and a day; but this would be better known by application to the Civilians

Supposing no appeals to be lodged, in what time after the condemnation and sale of the prizes is the distribution usually made?—In the course of a fortnight.

What is the amount of unclaimed shares of prize money now remaining in your hands?—I should not think it amounted to 20,000l.

Are you, in any instance, agent for a Flag Officer, without being the immediate agent for the ship making the capture?—Yes.

Is it usual for the agents of Flag Officers to receive the full proportion of the agency of Flag Officers' shares, without having any concern or trouble in the sale of the prizes?—I consider the agent appointed by the majority of Flag Officers to be entitled to his agency for the flag's eighth, although not concerned in the sale of the prize.

What is the rate of agency generally charged on the proceeds of prizes?—Five per cent. upon the gross amount, after deducting the amount of duties and brokerage. JOHN JACKSON.

Ewan Law.
John Ford.
Henry Nicholls.

The Examination of Thomas Collier, Esq. Navy Agent; taken upon Oath 14th June, 1803.

How long have you acted as prize agent?—Since the commencement of the late war.

Have you been in an extensive line of agency?—No.

prize cause, until final adjudication, do not always make the distribution themselves, but employ inferior agents for that purpose; or,

---

In what time after the arrival of the captures in port has an adjudication on enemy's and neutral vessels generally taken place?—In cases of enemy's ships avowed to be so, perhaps a month or six weeks. In neutral ships, if the case be clear and satisfactory, perhaps not a much longer time. If otherwise, it may be two or three years, as in the instance of some captures made by the Circe, and the vessels under her orders.

In cases where no appeals have been preferred, in what time has the sale and distribution generally been made?—A ship of war of the enemy, for which I was agent, was condemned, and distribution made, within three or four months from the time of capture. I have not been concerned for a neutral where no appeal has been lodged.

Do you invariably put up the prize goods to sale on condemnation, or do you conceive yourself at liberty to defer the sale, in hopes of a rise in the market, or for any other cause?—In every case in which I have been concerned, the goods have been sold by public auction, and as soon after the condemnation as convenient; and I do not apprehend that an agent is justified in delaying the sale of prize goods, under an impression of a rise in the market, without the positive directions of the captors.

When prizes are sold, and accounts of the sales made up, do you immediately give the necessary notices in the Gazette for distribution, whether the ships making the captures are in port or not?—If a ship be upon foreign service, it has been usual not to do so until her return, that the first distribution may be made on board the ship, and the parties themselves receive it. But if she be on the Channel service, notice is given that upon her return into port, distribution will be made.

Where, and in what manner, is distribution made to the captors?—On board the ship making the capture, or wherever the majority of the crew may be, either by a person sent from London for the purpose, or a correspondent on the spot.

Where have you paid recalls, and whether by yourself or sub-agents?—I have paid recalls in London by means of my clerks, and have usually advertized recalls to be made once a week; but I have almost invariably made it a practice to pay on any day that application is made between the hours of ten and five.

Have you paid, or carried to account current, any shares of flag or other Officers before the general distribution?—I believe it has been usual for agents to advance money on the credit of prize money.

By what authority do you pay shares of prize money to others than the parties themselves?—There are two descriptions of authorities on which prize money is generally paid: The one by power of attorney, and the other (when the sum is very small) by an order, witnessed either by the minister and churchwardens of the parish, if the party be on shore, or if employed on board any of his Majesty's ships, by the Captain or other commissioned Officer.

What authority do you consider sufficient, and act upon, in discharging the distribution lists by shares carried to account current?—Either the order, or power of attorney of the parties.

if they undertake the first distribution themselves, they sometimes employ the inferior agents to make the recalls. The charges

---

Did you ever open an account current with the warrant or petty Officers, or seamen, entitled to prize money?——Never.

After having taken into your hands such shares, as private agent to the party, do you in any case afterwards carry back the whole, or any part of it, to the distribution lists, and pay it among the unclaimed shares to Greenwich Hospital?—I never received any money under such circumstances; in cases where money has been advanced upon prize money, the sum so advanced has been set off on the distribution list, and the remainder, if not legally demanded, would be paid into Greenwich Hospital with the unclaimed shares.

What proportion of the amount of the shares paid is received by you, as private agent to any of the captors?—I am private agent for several Officers, and receive such prize money as they may be entitled to; but I cannot speak to the proportion.

Have you regularly, at the expiration of three years and three months, paid over to Greenwich Hospital the forfeited and unclaimed shares?—Always within the time, from the date of the advertisement.

Have you accompanied such payment with an account of the whole distribution, or only given in an account of the shares then paid over to Greenwich Hospital?—I have delivered, upon oath, an account of the net and gross proceeds, and a particular detail of the unclaimed shares.

In appealed cases for which you have been concerned, what time has usually elapsed between the sentence of the High Court of Admiralty, and the final decision of the Commissioners of Appeal?—It is impossible for me to say, as I believe there are appealed cases instituted in the early part of the late war yet undecided.

How many appealed causes still unheard, are you concerned for?—None.

What is the amount in your hands on account of shares, the distribution of which has been notified?—Between eight and nine thousand pounds.

Do you scrutinize the account of shares paid on recalls so as to satisfy yourself that they have been really paid to the parties or their authorized agents?—I do; because I am myself responsible for the money.

Are you not of opinion that prize money is in various instances improperly obtained?—I have met with instances of seamen personating each other, and I have also detected forged authorities.

What is the nature of the account of sales delivered into the High Court of Admiralty?—I have sometimes delivered the broker's detailed account of sales, and in other cases only a general account of the gross produce and expenses charged thereon.

THOMAS COLLIER.

Chs. M. Pole.
Ewan Law,
John Ford.
Henry Nicholls.
W. Mackworth Praed.

of a person so employed are stated in Mr. James Poulain's evidence *.

---

* *The examination of Mr. James Poulain; taken upon Oath the 20th June,* 1803.

What is your line of business ?—I am employed by agents for prizes to make distributions and pay recalls.

How long have you been in that business ?—Twenty years.

Are you in partnership with any person ?—With Mr. John Keys.

What are the names of your clerks ?—John Giles and William Forster are our present clerks; but we have employed during the late war, Charles King, and my son, James Poulain, junior.

Did you ever act as an agent for prizes on your own account ?—No.

What allowance have you for making original distribution of prize-money for other agents ?—The allowance from the prize-agent on whole distributions is only one half per cent. with the fractional pence; for recalling, we charge two guineas for each ship, and fifteen shillings for postage; and two guineas for making out the fair distribution lists for ships of the line, and one guinea for smaller ships. If we pay on board, we charge at Plymouth about ten guineas each ship, and about five or six guineas at Portsmouth; and since Greenwich Hospital has required a copy of the distribution-list, we have made the same charge for it as for the fair copy in the first instance. In some cases, where we have made but one distribution for a house, we have divided equally with them the five per cent. commission, which is in general on the net proceeds; and the house of Ross, at Gibraltar, for whom we have done a great deal of business, have allowed us one per cent. generally. The charges for distribution, making out lists, and paying on board, are deducted by us from the proceeds of the prizes; and the percentage allowance from the agent's commission of five per cent.

What allowance have you for recalling, where you do not make the original distribution ?—Our general charge is one per cent.; but in particular cases, from one half to two and a half; but then we only charge one guinea for recalling.

Have you an allowance on the whole amount of the prize-money unpaid on the distribution-list, or only on such sums as you may pay ?—On the whole that remains unpaid.

Have you any other allowance from the prize-agents, or do you make any, and what charges to them, for transacting the business of recalls ?—I do not recollect any.

Do the prize-agents, when they employ you to make recalls, advance you the whole of the money due on the distribution list ?—No, only as we want it; but in making original distributions, we apply in the first instance for such sum as we suppose we shall want, and which in general is about three-fourths of the whole amount of the distribution.

Do you pay the recalls on the original distribution-lists, or upon lists extracted from them ?—On lists extracted from them, which we make out from distribution-lists furnished to us; but whether originals or copies I know not.

Are the recall lists stamped for the receipts ?—In general they are.

We now proceed to the head of irregularities, abuses, and frauds.

Do you invariably give notice in the Gazette of your being employed to pay recalls, except only in such cases where previous notice has been given?—When any list is sent to us from foreign parts, we conceive the agent, before he made distribution, would advertise it for his own safety; we did however advertise for a considerable time during the war; but finding it brought numerous applications from persons who deemed it a fresh distribution, we discontinued it, and have since sent notice to the office appointed to give information respecting prize-money, of the lists we have received. I do not recollect the time when we ceased to advertise.

Are any particular days fixed for making recalls, or do you pay to the parties upon application?—It is usual for agents to pay recalls only one day in a month; but, conceiving that practice wrong, we paid during the war to agents twice in the month, and to any single claims we paid twice a week; but seldom sent a party or a person of that description away, come when he would. Since the late war, we have paid agents once a week, and every other claimant any day they might apply.

Upon paying to the seamen, or their attornies or representatives, do you pay the full amount of the prize-money, or do you deduct or receive any fee or gratuity?—We pay the full amount of the prize-money, except the odd pence. When a list is upon the point of being closed for the payment of the unclaimed shares to Greenwich Hospital, upon wich the shares of any of the Officers have not been paid, we allow one of our clerks to give information thereof to such officer, or his agent, for which he generally receives a gratuity of sixpence in the pound.

Was it usual for seamen's agents to attend at your office the first and third Wednesdays in every month, and sign what distribution-list they pleased; and to call in a few days afterwards, and leave the several authorities for what they have signed?—Yes.

Was it also customary with them to call in a week or ten days afterwards for the money; and did you then pay them all they had signed for, or only those for which they produced authorities?—It was usual to allow the agents to sign the receipts upon the distribution-list, and to pay them upon their calling for what they signed, without demanding their authorities; but within these three or four years last past, after they have signed the lists, we have required the persons applying for the prize-money of the fourth and fifth classes, to leave their authorities with us, and upon their calling afterwards, have paid only to such authorities as we approved.

If you object to any authorities, and refuse payment, do you erase the signatures, or let them continue?—We do not always erase their signatures; but when they are not erased, it is at their own request, under the idea of producing such authority as we shall approve of, which if not done before the expiration of the time limited for recall, their signatures are obliterated, and the shares paid to Greenwich Hospital.

Is it necessary to have witnesses to a discharge on the distribution-list?—No, it is not necessary; but we do it as a proof of the actual payment. The claims made by agents, for which they sign receipts, but which are disallowed, never being witnessed.

The mischiefs in the present system of prize agency, of which we have had proof in the course of this inquiry, fall under the description

---

Why have you required the agents to sign receipts, before you had determined on the sufficiency of their authorities?—Merely from general practice.

How was the agent who had signed a receipt for prize-money to know his name had been erased, previous to the payment of the unclaimed shares to Greenwich Hospital?—As they have frequently recourse to the books, they may see it; but he would naturally inform his client he had not received his money, who would of course apply to Greenwich Hospital; and if he did not obtain it there, would renew his application to the agent.

If the agent should require his name to be erased upon payment being refused, should you at any future time, upon his producing proper authority, object to letting him sign the list, and refuse him payment of his claim?—We should certainly make no objection.

In the Greyhound's two distribution-lists there appear payments to Thomas Brewer, on the 23d May, 1803, of 3l. 14s. 5d. and 3l. 9s. 8d. signed with his mark, witnessed by J. Giles, under whose name is immediately written "Not paid;" what does this mean?—I cannot account for it; I have no doubt of these sums having been paid, and (*) conclude the notation was made on the man's being sent for change.

In the Regulus's list for la Rosa, there are several shares discharged in the following way: "Paid by Captain Presland's bill for 294l. 10s. to Dann and Co." be so good as to explain the meaning of this.—There being a number of seamen on board the ship he commanded entitled to prize-money for la Rosa, as having belonged to the Regulus, he requested they might be paid; and, to save the parties expense, we solicited he would undertake to pay them, and draw upon us for the amount, which is a usual practice.

Are you employed in making out and delivering in the lists, and paying over the unclaimed shares to Greenwich Hospital?—Yes.

Do you consider such distribution-lists as you make out for Greenwich Hospital sufficiently discharged by writing "Paid at Jamaica?"—Yes, because I absolutely believe them to be paid at Jamaica.

Have Messrs. Poulain and Keys taken from the different agents of seamen and others, bonds of indemnity for the payments made to them during the late war? —We have taken bonds from two only; a Mr. Benjamin Hitchins, of Surrey Street in the Strand, and Mr. John Hunt, of Craven Buildings, Drury Lane, to whom we have paid a great number of claims for the fourth and fifth classes; knowing how likely the common sailors are to give trouble when they are disappointed of receiving their money, and fearing that Hunt and Hitchins might not hold themselves accountable for any expense we might be put to by having paid them the money.

To what authorities do you pay prize-money?—To checks for powers of attorney, and powers and orders, witnessed by an Officer, or the ministers of the parish in which the parties reside; to wives, on producing any proof of their marriage; and to letters from the parties.

Do you require that the powers of attorney should be separate for each person, or do you pay to a power of attorney wherein several persons have joined?—We conceive we cannot refuse to pay to what they call a general power, which I have known to be signed by from two to three hundred persons; and I have of abuses and irregularities, rather than fraud. We find no reason for subjecting to general censure, or involving in general disrepute,

---

paid upon checks issued from the inspector's office, for the payment of many shares upon such a general power.

J. POULAIN.

Ewan Law.
John Ford.
Henry Nicholls.
W. Mackworth Praed.

Addition made to the foregoing, June 21, 1803.

(*) Upon inquiry of Mr. Giles, I find these sums have not been paid to Thomas Brewer, in consequence of a suspicion having arisen, after he had signed the list, of his being an impostor: The man said he was to receive his wages the next day, when he would return, and give us more satisfaction of his identity; but he never did.

J. POULAIN.

Ewan Law.
John Ford.
H. Nicholls.
W. Mackworth Praed.

[*To be continued.*

ABSTRACT OF A VOYAGE

FOR THE DISCOVERY OF A NORTH-WEST PASSAGE INTO THE SOUTH-SEA,

PERFORMED IN THE YEARS 1631 AND 1632,

BY CAPTAIN THOMAS JAMES.

WHEN we first met with the journal of the voyage from which we have formed the following abstract, it was our intention to present it to the Readers of the NAVAL CHRONICLE intire, as an article of some curiosity, and not to be generally met with: but the great length to which the original is spun out, and the want of general interest in several of its parts, induced us to abandon that design, and, discarding the form, to exhibit the substance only of Captain James's narrative. In the more important passages, however, the simplicity and peculiar quaintness of the original will be preserved.

The preparations, views, and intentions, with which Captain James's voyage was undertaken, will be seen by the following commencement of the preliminary part of his journal:—

Having been, says he, for many years importuned by my honourable and worshipful friends, to undertake the discovery of that part of the world which is commonly called *The North-West Passage into the South Sea*, and so to proceed to *Japan*, and to round the world to the westward; being pressed forward, withal, by signifying to me the earnest desire the King's most excellent Majesty had to be satisfied therein; I acquainted my much honoured friends, the merchants of *Bristol*, therewith, who, as ever they have been benefactors and advancers of them that pursue the ways of honour, together with the enlargement and benefit of his Majesty's kingdoms, did freely offer to be at the charge of furnishing forth shipping for this purpose. And now being thus enabled, I addressed myself to the Honourable Sir *Thomas Roe*, Knight, (as to a learned and farthest employed traveller by sea and land, this day in England,) who joyfully presented theirs and mine own voluntary willingness to do his Majesty's service in this kind; who most graciously accepted of the offer, and encouraged me, by many favours, in my weak undertakings. Wherefore, with all speed, I contrived in my mind the best model I could, whereby I might effect my design. The adventurers' monies were instantly ready, and put into a treasurer's hand, that there might be no want of present pay for any thing I thought necessary for the voyage.

I was ever of the opinion, that this particular action might be better effected by one ship, than by two consorted; because, in those seas, so much subject to fogs, they might be easily separated; I forbear to speak of storms and other accidents; as, that a rendezvous in discoveries cannot surely, or without much hindrance, be appointed; and that speedy perseverance is the life of such a business: wherefore I resolved to have but one ship, the ship-boat, and a shallop.

A great ship (as by former experience I had found) was unfit to be forced through the ice, wherefore I made choice of a well-conditioned, strong ship, of a burden of 70 tons; and in God, and that only ship, to put the hope of my future fortunes.

Every preparation having been completed, on

The 2d of May, 1631, says the narrator, I took my leave of the worshipful merchant adventurers in this action, in the city of *Bristol*; and, being accompanied with a reverend divine, one Mr. *Thomas Palmer*, and divers of the merchants, with others of my kindred and native countrymen, I repaired on board. Here Mr. Palmer made a sermon, exhorting us to continue brotherly love amongst us, and to be bold to profess the true Christian religion wherever we should happen in this our peregrination. After they had received such entertainment as my estate could afford them, they departed for *Bristol*. This afternoon I made a review of all things, as well as cloaths, and other necessaries, as of victuals; and where there was found any want, we were presently furnished.

On the day following, after prayer for a prosperous success to their endeavours, they set sail. Nothing particular occurred on their passage, till the 4th of June, when they made the land of Greenland, it being very thick, foul weather.

The 5th, by two A. M., they found themselves encompassed with ice; and, as they could not see far round them, their endeavours to free themselves only carried them farther amongst it. At length, "it blowing a very storm," they made fast to a large piece, and, with poles, wrought day and night to keep off the ice. In this labour they broke all their poles.

The 6th, about two A. M., they "were beset with many extraordinary great pieces of ice that came upon" them, "as it were with wilful violence;" to free themselves from which, they let fall some sail; but, in making their escape, they ran against another large piece, which caused so violent a shock, that they thought the ship had been staved. Trying the pumps, however, they found that she made no water. The former pieces of ice having crushed their shallop, they hoisted their long-boat from between decks, put her overboard, and recovered their broken shallop, which they got up on deck, intending to build her anew. All this day, it still "blowing a very storm," they were driven and beaten about amongst the ice; and, in the evening, were enclosed amongst several large pieces, some of the sharp blue corners of which reached quite under them. When they at length got clear, they tried the pumps, and found their ship staunch, on which they went instantly to prayer, and to praise God for his merciful delivery of them.

The 7th and 8th they endeavoured to double Cape Farewell, being still pestered with much ice.

The 9th nothing particular occurred.

The 10th, all the morning was very foul weather, and a high-grown sea. The long-boat, which was towed a-stern, broke away, but, with some difficulty, was recovered again in an injured state. In heaving her into the ship, two men were hurt, and likely to have been lost. By eight o'clock in the evening, they were shut up as high as Cape Desolation. Much tormented, pestered, and beaten with the ice. Saw many grampusses. Weather for the most part a stinking fog, and the sea very black.

The 17th, at night, heard the rut of the shore, as they thought; but it proved to be the rut against a bank of ice which lay on the shore. Stood off from it till break of day, then in again; and about four A. M. saw the land above the fog, which they knew to be the Island of Resolution. The last night was so cold, that all the rigging and sails were frozen. The fog was of so piercing a nature, that it spoiled all their compasses, and prevented them from traversing. Endeavouring to go forward, were fast enclosed amongst the ice, and were thus driven to and fro, finding no ground at 330 fathoms, four leagues from the shore.

"The 20th in the morning," says Captain James, "we had got about the southern point of the island; and the wind came up at west, and drove both us and the ice upon the shore. When we were driven within two leagues of the shore, we came amongst the most strange whirlings of the sea that possibly can be conceived; there were divers great pieces of ice a ground in 40 fathoms water; and the ebb coming out of the broken grounds of the island, amongst these isles of ice, made such a distraction, that we were carried round, sometimes close by the rocks, sometimes close by those high pieces, that we were afraid they would fall upon us. We were so beaten, likewise, with the encountering of the ice, that we were in a most desperate estate. We made fast two great pieces of ice to our sides with our kedger and grapnels, that drew nine or ten fathom, that so they might be a-ground before us, if so be we were driven on the shore. But that design failed us; and now from the top seeing in amongst the rocks, I sent the boat (for now we had finished her) to see if she could find some place of security; but she was no sooner parted, but she was enclosed, and driven to hale upon the ice, or else she had been crushed to pieces. They ran her over the ice from piece to piece; and in the mean space, with the whirling incountring of the ice, the two pieces broke away from our sides, and brake away our kedger and grapnells; then we made signs to the boat to make all the haste she could to us, which she perceiving, did; the men being with much difficulty inforced to hale her over many pieces of ice. In the mean space we made some sail, and got to that piece of ice that had our grapnel on it, which we again recovered. By this time was our boat come, and we put a fresh crew into her, and sent her to fetch our kedger, which she endeavoured with much danger of boat and men. By this time the ship was driven so near the shore, that we could see the rocks under us and about us; and we should be carried by the whirlings of the waters, close by the points of the rocks, and then round about back again; and all this, notwithstanding the sail we had abroad; that we expected continually when she would be beaten to pieces. In this extremity I made them open more sail, and to force her in amongst the rocks and broken grounds, and where there were many great pieces of ice a-ground. We went over rocks that had but twelve or thirteen feet water on them; and so let fall an anchor. This anchor had never been able to wind up the ship, but that (by good fortune) the ship ran against a great piece of ice that was a-ground.

[*To be continued.*

DESCRIPTION OF PLATE CXLV.

THE annexed plate exhibits a view of the Commissioner's House in the Naval Yard, Halifax. It was built during the peace before the last, while the present Deputy-Comptroller of the Navy was at the head of Halifax Yard.

The following description accompanied the drawing from which the engraving has been made, and which was transmitted by our old friend and correspondent, *Half-pay*.

TO THE EDITOR OF THE NAVAL CHRONICLE.

SIR,

The enclosed view was taken from the Moorings in Halifax Harbour, south-east of the Naval Yard. The yard is on the western shore of this safe and capacious harbour, about a mile from the centre of the town of Halifax. Here our largest men of war heave down, shift their masts, and undergo every repair but that of docking, with ease and security. About a quarter of a mile higher up the harbour on the same shore, is the Naval Hospital, a large and commodious building. Alongside the yard, under the *Sheers*, a line-of-battle ship is introduced; and in the fore-ground, the Commissioner's yatcht, and an Indian bark canoe.

Hoping the above sketch may be the means of your receiving more particular information on the subject, I am

Your humble servant,

July 3, 1803. HALF-PAY.

Poetry.

PRAISES OF THE ENGLISH NAVIGATORS.

Michael Drayton, in the 19th Song of his famous Poem the POLY-OLBION, delivers, from the Mouth of the River Nymphs, STOUR *and* ORWELL, *the Praises of our English Navigators, from the fabulous Æra of the British Princes, Arthur and Malgo, down to the Poet's own Times.*

IN Severn's* late-tun'd lay, that empress of the west,
In which great *Arthur's* acts are to the life exprest,
His conquests to the north, who Norway did invade,
Who Greenland, Iceland next, then Lapland lastly made
His awful empire's bounds, the Britons' acts among,
This godlike hero's deeds exactly have been sung;
His valiant people then who to those countries brought,
Which many an age since that our great'st discoveries thought.
This worthiest then of ours our Argonauts shall lead.
Next *Malgo,* who, again that conqueror's steps to tread,
Succeeding him in reign, in conquests so no less,
Plough'd up the frozen sea, and with as fair success,
By that great conqueror's claim, first Orkney over-run;
Proud Denmark then subdued, and spacious Norway won,
Seiz'd Iceland for his own, and Gothland to each shore,
Where *Arthur's* full-sail'd fleet had ever touch'd before.
And when the Britons' reign came after to decline,
And to the Cambrian hills their fate did them confine,
The Saxon swaying all, in Alfred's powerful reign,
Our English *Octer* put a fleet to sea again,
Of the huge Norwegian hills the news did hither bring,
Whose tops are hardly wrought in twelve days' travelling.
But leaving Norway then a starboard, forward kept,
And with our English sails that mighty ocean swept,
Where those stern people dwell, whom hope of gain doth call
In hulks with grappling hooks to hunt the dreadful whale;
And great Duina down from her first springing place
Doth roll her swelling waves in churlish Neptune's face.
Then *Woolstan,* after him discovering Dantzic found,
Where Wexel's mighty mouth is pour'd into the Sound,
And towing up his stream first taught the English oars
The useful way of trade to these most gainful shores.

---

* See the 4th Song of the Poly-olbion.

And when the Norman stem here strong and potent grew,
And their successful sons did glorious acts pursue,
One *Nicholas*, named of *Lyn*, where first he breath'd the air,
Tho' *Oxford* taught him art, and well may hold him dear,
In the mathematics learn'd, (altho' a friar profest,)
To see those northern climes with great desire possest,
Himself he thither shipp'd, and, skilful in the globe,
Took every several height with his true astrolobe;
The whirlpools of the seas then came to understand,
From the four cardinal winds four indraughts that command,
Into any of whose falls if the wand'ring bark doth light,
It hurried is away with such tempestuous flight
Into that swallowing gulf, which seems as it would draw
The very earth itself into th' infernal maw.
Four such immeasur'd pools, philosophers agree,
In the four parts of the world undoubtedly to be;
From which they have suppos'd Nature the winds doth raise,
And from them to proceed the flowing of the seas.
And when our civil wars began at last to cease,
And these late calmer times of olive-bearing peace
Gave leisure to great minds far regions to decry,
That brave adventurous knight, our Sir *Hugh Willoughby*,
Shipp'd for the northern seas, 'mongst those congealed piles,
Fashion'd by lasting frosts, like mountains, and like isles,
In all her fearfull'st shapes saw horror; whose great mind,
In lesser bounds than these that could not be confin'd,
Adventur'd on those parts where winter still doth keep,
When most the icy cold had chain'd up all the deep;
In bleak Arzina's wad his death near Lapland took,
Where Kegor from her scite on those grim seas doth look.
Two others following then, eternal fame that won,
Our *Chancellor*, and with him compare we *Jenkinson*;
For Russia both embark'd; the first arriving there,
Ent'ring Duina's mouth, up her proud stream did steer
To Volga, to behold her pomp, the Russian state,
Moscovia measuring them; the other with like fate
Both those vast realms survey'd, then into Bactria past,
To Boghar's bulwark walls, then to the liquid waste,
Where Oxus rolleth down 'twixt his far distant shores,
And o'er the Caspian main, with strong untired oars,
Adventured to view the Persian wealth and pride,
Whose true report thereof the English since have tried.

With *Fitch* our *Eldred* next deservedly plac'd is,
Both travelling to see the Syrian Tripolis:
The first of which (in this whose noble spirit was shewn)
To view those parts, to us that were the most unknown,
On thence to Ormus set, Goa, Cambaya, then
To vast Zelabdim, thence to Echubar, again
Cross'd Gange's mighty stream, and his large banks did view,
To Bacola went on, to Bengola, Pegu;
And for Mallaccan then, Zeiten, and Cochin cast,
Measuring with many a step the great East Indian waste.
The other from that place the first before had gone,
Determining to see the broad-wall'd Babylon,
Cross'd Euphrates, and row'd against his mighty stream;
Licia, and Gaya saw, with great Hierusalem,
And our dear Saviour's seat blest Bethlehem did behold,
And Jordan, of whose waves much is in scripture told.
Then *Machan*, who, thro' love to long adventures led,
Madeira's wealthy isles the first discovered,
Who having stole a maid, to whom he was affy'd,
Yet her rich parents still her marriage rites deny'd,
Put with her forth to sea, where many a danger past,
Upon an isle of *those* * at length by tempest cast;
And putting in, to give his tender love some ease,
Who very ill had brook'd the rough and boisterous seas,
And ling'ring for her health within the quiet bay,
The mariners most false fled with the ship away;
When as it was not long when she gave up her breath;
When he, whose tears in vain bewail'd her timeless death,
That their deserved rites her funeral could not have,
A homely altar built upon her honor'd grave.
When with his folk but few, not passing two or three,
There making them a boat, but rudely of one tree,
Put forth again to sea, where after many a flaw,
Such as, before themselves, scarce mortal ever saw,
Nor miserable men could possibly sustain,
Now swallow'd with the waves, and then spew'd up again,
At length were on the coast of sun-burn't Afric thrown,
To amaze that further world, and to amuse our own.
Then *Windham*, who, new ways for us and ours to try,
For great Morocco made, discovering Barbary.
Lock, *Towerson*, *Fenner* next, vast Guinea forth that sought,
And of her ivory home in vast abundance brought,

---

* Madeira.

Th' East India voyager then, the valiant *Lancaster*,
To Buona Esperance, Comara, Zanziber,
To Nicuba, as he to Gomerpolo went,
Till his strong bottom struck Mollucco's Continent;
And sailing to Brazil another time he took
Olynda's chiefest town, and harbour Farnambuke,
And with their precious wood, sugar, and cotton fraught,
It by his safe return into his country brought.
Then *Frobisher*, whose fame flew all the ocean o'er,
Who to the north-west sought huge China's wealthy shore,
When nearer to the north that wandering seaman set,
Where he in our hot'st months of June and July met
With snow, frost, hail, and sleet, and found stern winter strong,
With mighty isles of ice, and mountains huge and long;
Where, as it comes and goes, the Great Eternal Light
Makes half the year still day, and half continual night.
Then for those bounds unknown he bravely set again,
As he a sea god were, familiar with the main!
The noble *Fenton* next, and *Jackman* we prefer,
Both voyagers, that were with famous *Frobisher*.
And *Davies*, three times forth that for the north-west made,
Still striving by that course to enrich the English trade.
As he had well deserv'd, to his eternal fame,
There by a mighty sea immortaliz'd his name.
With noble *Gilbert* next comes *Hoard*, who took in hand
To clear the course scarce known into the Newfoundland,
And view'd the plenteous seas, and fishfull havens, where
Our neigh'bring nations since have stor'd them every year.
Then globe-engirdling *Drake*, the naval palm that won,
Who strove in his long course to emulate the Sun:
Of whom the Spaniard us'd a prophecy to tell,
That from the British Isles should rise a Dragon fell,
That with his armed wings should strike th' Iberian main,
And bring in after-time much horror upon Spain.
This more than man, or what? this demi-god at sea,
Leaving behind his back the great America,
Upon the surging main his well-stretch'd tacklings flew'd,
To forty-three degrees of northly latitude,
Unto that land, before to the Christian world unknown,
Which in his country's right he nam'd New Albion;
And in the western Inde, spite of the power of Spain,
He Saint Jago took, Domingo, Carthagene;
And leaving of his prowess a mark in every bay,
Saint Augustine surpriz'd in Terra Florida.

Then those that forth to sea industrious *Raleigh* wrought,
And then with every thing fit for discovery fraught;
That *Amadas* (whose name doth scarcely English sound)
With *Barlow*, who the first Virginia throughly found.
As *Greenville*, whom he * got to undertake that sea,
Three sundry times from hence who touch'd Virginia.
In his so well a choice it well approv'd his wit,
That with so brave a spirit his turn so well could fit.
O *Greenville*, thy great name for ever be renown'd,
And borne by Neptune still about this mighty round;
Whose naval conflict won thy nation so much fame,
And in the Iberians bred fear of the English name.
Nor should fame speak her loud'st, of *Lane*, she would not lye,
Who, in Virginia left with th' English colony,
Himself so bravely bare among our people there,
That him they only lov'd, when others they did fear:
And from those barbarous, brute, and wild Virginians wan
Such rev'rence, as in him there had been more than man.
Then he, which favour'd still such high attempts as these,
Raleigh, whose reading made him skill'd in all the seas,
Embark'd his worthy self, and his adventurous crew,
And with a prosperous sail to those fair countries flew,
Where Oronogul, as he on his course doth roll,
Seems as his greatness meant grim Neptune to control;
Like to a puissant king, whose realms extend so far,
That many a potent prince his tributaries are,
So are his branches seas; and in the rich Guiana
A flood as proud as he, the broad brim'd Orellana:
And on the spacious firm Manoa's mighty seat,
The land, (by Nature's power) with wonders most replete.
So *Leigh* Cape Breton saw, and Ramea's isles again;
As *Thompson* undertook the voyage to New Spain:
And *Hawkins*, not behind the best of these before,
Who, hoisting sail to seek the most remotest shore,
Upon that new-nam'd Spain and Guiney sought his prize,
As one whose mighty mind small things could not suffice.
The son of this brave sire, who with his furrowing keel
Long e'er that time had touch'd the goodly rich Brazil.
Courageous *Cav'ndish* then, a second Neptune here,
Whose fame fill'd every mouth and took up every ear.
What man could in his time, discourse of any seas,
But of brave *Cav'ndish* talk'd, and of his voyages?

---

* Sir Walter Raleigh.

Who thro' the south seas past about this earthly ball,
And saw those stars, to them that only rise and fall,
And with his silken sails, stain'd with the richest ore,
Dar'd any one to pass where he had been before.
Bold *Cumberland* so hence to seek th' Azores sent,
And to the western Indies, to Porto Rico went,
And with the English pow'r it bravely did surprize.
Sir *Robert Dudley* then, by sea that sought to rise,
Hoist'd sails with happy winds to th' isles of Trinidado:
Paria then he past, the islands of Granado;
As those of Sancta Cruz and Porto Rico: then
Amongst the famous rank of our sea-searching men,
Is *Preston* sent to sea, with *Summers*, forth to find
Adventures in the parts upon the western Inde;
Porto Santo who surpriz'd, and Coches, with the fort
Of Coro, and the town, when in submissive sort
Cumana ransom crav'd, St. James of Leon sack'd;
Jamaica went not free, but, as the rest, they wrack'd.
Then *Sherley*, (since whose name such high renown hath won,)
That voyage undertook, as they before had done;
He St. Jago saw, Domingo, Margarita,
By Terra Firma sail'd to th' islands of Jamaica,
Up Rio Dolce row'd, and with a prosp'rous hand
Returning to his home, touch'd at the Newfoundland,
Where at Jamaica's isles courageous *Parker* met
With *Sherley*, and along up Rio Dolce set,
Where, bidding him adieu, on his own course he ran,
And took Campeche's town, the chiefs't of Jucatan.
A frigate then from thence did home to Britain bring,
With most strange tribute fraught, due to that Indian King.
At mighty Neptune's beck thus ended they their song.

THE ORPHAN SAILOR BOY.

TOM *Haulyard* was a seaman brave,
Thro' life a gallant tar was he;
His cradle was the rocking wave,
His birth-right was the roaring sea.

Twice thirty years *Tom Haulyard fought*,
So long a spotless name he bore;
Nor e'er the hardy vet'ran sought
Retreat or rest on Britain's shore.

Three noble sons around him stood,
In all the pride of strength and health;
And while each manly form he view'd,
Kings might have envied *Haulyard*'s wealth.

But Tom, his namesake, best he lov'd,
My father was his eldest joy;
Yet well a parent's fondness prov'd
The love he bore each darling boy.—

Now Britain's foes provok'd the war,
And now their fleets usurp'd the tide;
And hasten'd now each loyal tar,
To raise her standard's fearless pride.

Now in the honour'd ship that bore
The auspicious sign of Charlotte's name,
Intrepid Howe from Britain's shore
To meet the foes of Britain came.

Oh peace be on the hallow'd tomb
Of him who never knew to fear;
And ever may his laurels bloom
Bedew'd with Britain's grateful tear!

And now advanc'd the daring foe,
And now each British heart beat high:
O God!—How many wounds must flow,
How many Christian men must die!

The squadrons meet—the dread array
Stands in a moment's awful pause—
Our Chief to glory leads the way,
To glory gain'd in Britain's cause.—

Oh Christ!—It was a fearful sight
To see the wounds that countless bled;
But oh! the horrors of the fight
To tell, would make the sleeping dead!

Among the reſt *Tom Haulyard* stood,
Full six feet high the veteran rose;
A rock above the rolling flood,
He hurl'd back ruin on his foes.

His gallant sons around him drew
  The terrors of the flashing sword;
While hostile thunders thinn'd the crew,
  And slaughter swept the lessening board.

And now, alas!—One death-wing'd ball
  On William's bosom urg'd its force;
Tom Haulyard saw his youngest fall,
  And rush'd to save his darling's corse.

In either fleet conflicting fires
  A thousand bloody deaths illume;—
Huzza! Huzza!—the foe retires!—
  But Henry meets his brother's doom!—

Tom Haulyard was a seaman bold,
  Yet might he weep his children slain;
Down his rough cheek the salt tear roll'd—
  —But does not namesake *Tom* remain?—

Ah no!—beneath the fatal stroke,
  I saw my gallant father fall!—
Then stood alone the aged oak
  Stript of his youthful branches all.—

Nor long he stood—One iron shower,
  The vengeance of the sinking foe,
Burst forth in ruin's desperate hour;—
  Tom Haulyard sank beneath the blow.—

He fell!—and striving hard with death,
  All bleeding, struggled to embrace
His sons; to catch each parting breath,
  And, dying, kiss each pallid face.—

Even now I hear the veteran cry,
  "Oh stay, your father with ye falls!
"In Britain's cause we nobly die,
  "And who shall shrink when Britain calls?—

"But oh! thou God, whose heavenly power
  "Alike can succour and destroy,
"Receive us in this awful hour,
  "And save, oh save this Orphan Boy!—

"My first-born's son!"—Serene he smil'd
To meet the death that dimm'd his eye;
And his last prayer was "Save my child!"
And his last word was "victory!"—

Oh, peace be on the hallow'd tomb
Of them who never knew to fear,
And ever may their laurels bloom,
Bedew'd with Britain's grateful tear!—

But, hapless me!—Of all bereft,
Of father, friends, of hope and joy!—
So young, so lonely am I left—
Pity the ORPHAN SAILOR BOY!

E. L. SWIFT.

* * *

SONNET.

TO THE SEA-BIRD.

WHEN the rude tempest bursts the midnight sky,
And o'er a trembling world impetuous raves,
On the wild wind thou wak'st thy wailing cry,
Undaunted rider of the shelving waves!
From some lone isle, stern Desolation's throne,
Far o'er the deep thou lov'st thy flight to urge,
And while the spirits of the water moan,
Thy light form revels on the roaring surge.
And when the crashing bark the billow scales,
Hanging tremendous in the darken'd air,
When the last effort of the pilot fails,
And all is horror, wildness, and despair;
Thou mark'st the wreck sink in the whelming waves,
That roll their proud heads o'er the cavern'd graves.

ADELINE.

Law Intelligence.

COURT OF KING's BENCH, FEBRUARY 12

PECULATION IN THE DOCK-YARDS.

THE KING v. MICHAEL AND JOHN HEDGES.

THESE persons were brought up this morning for judgment, when the elder brother delivered in a petition, praying that all the punishment might fall upon himself; and stating, that John Hedges was in no degree culpable.

Mr. Justice Grose delivered the judment of the Court. He stated the nature of the conviction, upon information to the Attorney General, the objects in the business of the Dock-yard, to which the peculation had been directed, between the 11th of March, 1800, and the 11th of December, 1801, on which they had procured from Government the sum of 3,242l. 17s. 10d. His Lordship then addressed the prisoners as follows:—

"Upon these charges you have been tried and convicted, and the trial has exposed a most enormous system of fraud, at the prospect of which every man must shudder with apprehension: the continuance of them would involve the ruin of the country, if extended to the various objects to which the public contracts are directed. It is evident, that no internal wealth, no national produce, no degree of commercial prosperity, could rescue this country from destruction, under fraudulent practices of this nature; practices which are equally alarming, for the magnitude to which they are distorted, as well as for the bold and open defiance of detection, by which they are distinguished. The only ground of mitigation for the offence, which suggested itself to the mind of your counsel, was, that others attached to the public works, in the same concern, neglected their duty, and that your crime was the consequence of the temptation to which you were liable from such neglect. But the country must be informed, that such a ground of palliation will never be admitted in a court of justice; for it would supply an excuse for robbery, rapine, and murder, by the very commission of those offences, robbery, rapine, and murder.

"This offence has become so frequent, that for the sake of public example, the severity of the penal law must be applied; and if it be persevered in by the Officers of Government, as well as by the tradesmen of the dock-yards, and other great public institutions, no rank or opulence shall shelter the offender from condign punishment.

"We have attended to the petition which you, Michael Hedges, have delivered on behalf of John Hedges, the wretched partner in your trade, and in your delinquency: unfortunately, it has no foundation in truth; the guilt was brought home to both of you, on the clearest evidence, so that no possible doubt can exist in the mind of any one on that subject. If frauds like this continue, the ruin of the country is complete; our taxes can never keep pace with the rapacity of our servants. Your punishment must be exemplary, for our public duty calls upon us to inflict it. We have considered the contents of the affidavits, which refer to the general character of integrity you have maintained, and we must say, in reply to them, that this fair reputation you have not deserved.

"Taking all the circumstances of your case into our consideration, we do order and adjudge, that you do each of you pay a fine to the King of 500l; that you be imprisoned in his Majesty's gaol of Newgate six months; that during the first month of your imprisonment you do each of you stand in the pillory, for the space of one hour, opposite Somerset House; and that you be further imprisoned until such fine be paid."

Gazette Letters.

ADMIRALTY OFFICE, DEC. 27, 1803.

Copy of a Letter from the Right Honourable Lord Keith, Admiral of the Blue, &c. to Sir Evan Nepean, Bart. dated off Ramsgate, the 24th Dec. 1803.

SIR,

I enclose, for their Lordships' information, a copy of a letter which I have received from Lieutenant Young, commanding his Majesty's hired lugger, Speculator, acquainting me of his having attacked and driven on shore four of the enemy's gun-boats, with troops on board, apparently proceeding from Dunkirk to Calais.

I have the honour to be, &c.

KEITH.

MY LORD, *Speculator, in the Downs, December* 23, 1803.

I beg leave to inform you, in cruizing in his Majesty's armed lugger, Speculator, under my command, and by the directions of Captain Stewart to cruize off Dunkirk, the morning of the 19th inst. Gravelines then bearing east by south, distance four or five miles, I saw four gun-boats, full of troops, running along shore, which I supposed bound to Calais; at ten A.M. I got very close to them, and at half past ten I had the satisfaction to drive all four of them on shore, although the enemy opened a fire from six long four-pounders on the shore: two of the gun-boats must have been wrecked, as the sea made a break over them, the other two got off, as I supposed. I am happy to say they never hulled up.

I am, &c.

Right Hon. Lord Keith, K. B. ROB. YOUNG.

The Honourable Admiral Cornwallis has transmitted to this office a letter from Captain Winthrop, of his Majesty's ship the Ardent, to Captain Sir Edward Pellew, of the Tonnant, dated the 29th of November, 1803, of which the following is a copy:

SIR,

The ship chased from the squadron yesterday by his Majesty's ship under my command, I closed with off Cape Finisterre, so near as to be able to give her a few shot, and should have been along-side of her in a few minutes had not the wind headed me off shore, which enabled her to double the Cape, and get into Finisterre Bay, where she ran on shore, from apprehension of our sending to take possession of her, and at midnight blew up.

She proved to be the Bayonnaise French national frigate, of thirty-two guns, and two hundred men, from the Havannah, bound to Ferrol.

I have the honour to be, &c.

R. WINTHROP.

ADMIRALTY-OFFICE, JAN. 3.

Copy of a Letter from Commodore Hood, Commander in Chief of his Majesty's Ships and Vessels in the Leeward Islands, to Sir Evan Nepean, Bart. dated on board his Majesty's Ship Centaur, off Guadaloupe, the 6th of November, 1803.

SIR,

I have the honour to enclose, for the information of the Lords Commissioners of the Admiralty, copy of a letter I received from Captain Graves, of his Majesty's ship Blenheim, giving an account of the capture of a privateer, by the boats of that ship, in Fort Royal Bay, Martinique.

The capture of two more of the enemy's privateers is set forth in a letter from Captain Younghusband, of the Osprey. The brave and handsome conduct of Lieutenant Henderson, and those in the boats under his command, is truly meritorious; and I trust such display of the gallantry of our officers and men will soon make these Piccaroons repent their temerity On the 26th ult. between Tobago and Grenada, the Centaur, after a chase of seven hours, captured the Vigilante schooner privateer, of two guns and forty men, well armed with musketry: the capture of this vessel is particularly fortunate, as she has, from her superior sailing and management, done much injury to the trade.

I have also the satisfaction to acquaint you of the recapture of the brig Earl St. Vincent, from Dublin, bound to Barbadoes; and a Swedish schooner, by his Majesty's sloop St. Lucia: they had been captured three days before by l'Harmonie privateer, of Martinique, and who only escaped the vigilance of Captain Shipley, by throwing her guns overboard, and sawing down her gunwales.

I have the honour to be, &c.

SAM. HOOD.

SIR, *Blenheim, off Martinique, Sept.* 16, 1803.

Yesterday, at two P.M. I discovered a small schooner privateer, apparently just returned from her cruize, and endeavouring to get into Port Royal; it being nearly calm, I directed Lieutenant Furber, of his Majesty's ship Blenheim, under my command, to take the pinnace, and Lieutenant Campbell, the barge, and to cut her off; she was rowing with her sweeps, but the boats nevertheless came up with her in about an hour and a half, and in a most spirited manner, under the fire of grape and musketry, boarded and carried her.

I am happy to add, that no lives were lost; the enemy had one man wounded; she is called the Fortunée; mounts two carriage guns, and had twenty-nine men on board.

I am, &c.

Commodore Hood, &c. &c. &c. THO. GRAVES.

His Majesty's Sloop Osprey, off Martinique,
SIR, *Oct.* 31, 1803.

I beg leave to acquaint you, that on the 26th instant I discovered a suspicious sail under the land of Trinidad, and immediately chased; but on arriving within about four miles of her it fell calm; and as I was now convinced she was an enemy's privateer from the number of sweeps she was rowing, and having no chance of coming up to her in the Osprey, I sent three boats to attack her, under the command of Lieut. Robert Henderson; the cutter in which he was, rowing much faster than the other boats, he, without waiting to be joined by them, in the most brave and determined manner, and under a heavy fire from the guns and musketry of the schooner, boarded and captured the French schooner privateer la Resource, mounting four four pounders, and having on board forty-three men, two of whom were killed and twelve wounded.

Lieutenant Henderson, with three seamen, are slightly wounded, and one dangerously; the cutter had only seventeen seamen in her, who all behaved with the utmost bravery.

I have further to inform you, that having put Lieutenant Collier, and sixteen men, on board the prize, he the next day chased and captured la Mimi French schooner privateer, of one gun and twenty-one men.

I am, &c.

GEO. YOUNGHUSBAND.

ADMIRALTY-OFFICE, JAN. 7, 1804.

Copy of a Letter from the Right Honourable Lord Keith, K.B. Admiral of the Blue, &c. to Sir Evan Nepean, Bart. dated on board his Majesty's Ship the Monarch, off Ramsgate, the 6th Instant.

SIR,

I enclose, for their Lordships' information, a copy of a letter which I have received from Captain Owen, of his Majesty's ship Immortalité, acquainting me, that his Majesty's gun brig the Archer, and the Griffin hired cutter, (the crew of the former being reinforced by Lieutenant Payne and some of the Immortalité's men,) had captured one of the enemy's gun-vessels, a dogger, a schuyt, and two Blankenberg fishing-boats, apparently part of a convoy proceeding to Boulogne.

I have the honour to be, &c.

KEITH.

Immortalité, at Anchor on the Edge of
the Bank de Bras, Boulogne, S.E.
Half S. Four or Five Miles, Wednesday, January 4, 1804.

MY LORD,

Having last night reinforced the crew of the Archer with some men from this ship, and pushed her in close shore, she was fortunate enough to fall in with and capture the French lugger gun-vessel, No. 432, mounting an eighteen and a twelve pounder, commanded by an Ensign de Vaisseau, with five seamen, a Lieutenant, and twenty-six grenadiers of the thirty sixth regiment of the line, some of whom, with two seamen, escaped in her boat during the running fight, which she continued for a quarter of an hour with her stern gun and musketry. The Archer had part of her rigging cut, but no one materially hurt on either side.

The Archer and Griffin afterwards captured a dogger, a schuyt, and two Blankenberg fishing-boats, which the prisoners report to be part of a convoy, which, with a prame of sixteen guns, and five or six gun-vessels, escaped under the land in the dark; some, I understand, laden with provisions and stores. The schuyt has gin, and the fishing-boats timbers and knees for boats; each vessel had three or four soldiers on board.

Lieutenant Sheriff, of the Archer, has done every thing I could possibly wish or expect from his zeal; and Lieutenant Payne, of this ship, who commanded the boat and party assisting the Archer, executed that service with his usual alacrity; and the Commander of the Griffin has my thanks for the share he bore in bringing off the latter vessels, which was effected under a very heavy fire from the shore, to which they were as close as possible.

I have the honour to be, &c.

(Signed) E. W. C. R. OWEN.

The Right Honourable Lord Keith, K.B.
&c. &c. &c.

ADMIRALTY OFFICE, JAN. 21, 1804.

Copy of a Letter from Lieutenant William Robertson, commanding his Majesty's Brig Speedwell, to Sir Evan Nepean, Bart. dated off Dungeness the 16th Inst.

SIR,

I herewith transmit, for the information of my Lords Commissioners of the Admiralty, a copy of my letter to Admiral Montagu, acquainting him of the capture of le Hazard French privateer, by the brig I command.

I am, Sir, &c.

WM. ROBERTSON.

His Majesty's Brig Speedwell, Dungeness-Road,
January 16, 1804.

SIR,

In proceeding from Guernsey to this anchorage with the transports under convoy, having on board the 43d regiment, I yesterday, at seven A.M., Beachy bearing by compass E. by N. distant five leagues, fell in with, and, after a chase of four hours, captured le Hazard lugger privateer of Boulogne, commanded by Pierre François Beauvois, mounting six guns, (two of which were thrown overboard during the chase,) with a complement of thirty-four men. She sailed three days before from Dieppe; and late the preceding evening, off Newhaven, had captured the Jane, a sloop, laden with merchandize, from Southampton, bound to London.

I have the honour to be, &c.

Admiral Montague, Portsmouth. W. ROBERTSON.

ADMIRALTY OFFICE, JAN. 28, 1804.

Copy of a Letter from Commodore Hood, Commander in Chief of his Majesty's Ships and Vessels at the Leeward Islands, to Sir Evan Nepean, Bart. dated on board his Majesty's Ship the Centaur, off Martinique, the 26th of November, 1803.

SIR,

Early this morning as the Centaur was passing the Cape de Salines, on the Island of Martinique, she was fired at, and several shot exchanged in passing; I immediately ordered Captain Maxwell to stand on far enough, that by tacking, we could fetch into Petite Ance d'Arlette, where we anchored, and landed the greater part of the marines under Captain Crozier, and forty seamen commanded by Lieutenants Maurice and Ayscough, to destroy it: on the first alarm, the national guard had assembled to aid fourteen cannoniers of the marine artillery, stationed in the battery; but by the rapid and active movements of the Officers and men on this service, the enemy had not time to arrange themselves in defence of the narrow and steep path to the eminence, where was planted a brass two pounder, and on the approach of our men flew to the Morne, and so dispersed themselves in its thick woods, that only one cannonier fell into our hands; the battery, mounting six twenty-four pounders, was completely destroyed, and the guns, &c. thrown over the precipice; but, unfortunately, in the explosion of the magazine a little too soon, one seaman was killed; Lieutenant Maurice, 1st of the Centaur, Captain Crosier and Lieutenant Walker, of the Marines, with six men, wounded, but only one private marine badly.

On drawing near the bay of Point d'Arlette, between the Grande and Petite Ance of that name, we discovered a battery of three guns, (two proved to be forty two pounders, the other a thirty-two pounder.) and people laying down; however, the ship was anchored in a position to flank it, had they thought proper to annoy us, and Lieutenant Demett, with Lieutenant M'Laughlan, of the Marines, threw the guns over the cliff, and burnt and destroyed the carriages, barracks, and ammunition, most perfectly, the people having abandoned it on their approach; from this I promise myself much aid to the blockading ships, should the enemy send out a reinforcement, and also very convenient for anchoring.

I have the honour to be, &c.

SAM. HOOD.

Copy of another Letter from Commodore Hood, Commander in Chief of his Majesty's Ships and Vessels at the Leeward Islands, to Sir Evan Nepean, Bart. dated at Sea, the 26th Nov. 1803.

SIR,

I send enclosed herewith, for the information of the Lords Commissioners of the Admiralty, a list of captures since my last return.

I have the honour to be, &c.

(Signed) SAM. HOOD.

List of Vessels captured and detained by the Squadron under the Command of Commodore Hood, since last Return.

French schooner Terese, laden with molasses, taken by the Swift, July 23, 1803.

American ship Fame, laden with flour and corn; detained by the Centaur and Netley, Aug. 21, 1803.

Dutch ship Surinam Planter, from Surinam to Amsterdam, laden with [illegible]22 hogsheads of sugar, 342 bales of cotton, and 70,000lbs. of coffee: taken by the Heureux and Emerald, August 10, 1803.

Dutch ship Eurten, laden with sugar and cotton; taken by the Chichester, same date.

American ship Reward, laden with 4000lbs. of French Coffee: detained by ditto, same date.

Dutch brig Young Benjamin, laden with sugar and cotton: taken by the Cyane, same date.

Dutch ship Haadstricht, laden with 519 hogsheads of sugar, 492 coffee, 149 cotton, and 53 cocoa: taken by ditto, same date.

French privateer schooner Sally, of six guns and twenty-eight men: taken by St. Lucia, same date.

Dutch ship Good Hope, laden with wine, cordage, &c.: taken by the Centaur, Aug. 31, 1803.

A Dutch ship, (name unknown,) laden with 410 slaves: taken by the Hornet, September 3, 1803.

American ship Lucy, laden with 1700 dollars and sundries: detained by the Cyane, Oct. 8, 1803, and retaken again by a French privateer.

An English ship (name unknown): retaken by the Serapis, same date.

Spanish armed schooner Maria, laden with provisions, silks, and gunpowder: taken by l'Eclair, Aug. 14, 1803.

Swedish ship Little John, laden with sugar and cotton: detained by ditto, Aug. 29, 1803.

A sloop, (name unknown,) laden with coffee, sugar, &c.: taken by the Guachupin and St. Lucia, Sept. 2, 1803.

A schooner (name unknown) in ballast: taken by ditto, same date.

French national schooner l'Enfant trouvé: taken by the Emerald, September 5, 1803.

A French national schooner (name unknown): taken by ditto, same date.

A Swedish schooner: detained by ditto, same date.

A French sloop, laden with provisions: taken by the Drake's tender, August 24, 1803.

Schooner Enterprize, laden with provisions: taken by ditto, same date.

French sloop Eliza, laden with mahogany and mill-timber: taken by the St. Lucia, Aug. 1, 1803.

Brig Lucretia, laden with sugar: detained by ditto, Sept, 16, 1803.

Schooner Diana, laden with coffee and sugar: detained by ditto, September 27, 1803.

Spanish ship Industria, laden with 220 slaves, (French property): taken by the Guachupin, Sept. 24, 1803.

Ship Lydia, laden with flour, &c.: taken by the Drake, same date.

French ship Resource, of ten men and forty tons: taken by the Port Mahon, July 10, 1803, on her passage to Jamaica.

French ship Carra, of three guns, twenty-one men, and thirty tons: taken by ditto, same date, on her passage to Jamaica.

French ship Constant, of one gun, twelve men, and thirty-nine tons; taken by ditto, same date, on her passage to Jamaica.

French ship Courier des Inors, in ballast; taken by the Emerald, August 26, 1803.

An English brig, (name unknown); retaken by the Serapis, Oct. 1803.

French privateer Fortuné; taken by the Blenheim, Sept. 20, 1803.

French sloop Nancy; taken by ditto, same date.

English sloop Corianthus; recaptured by the Blenheim and Ulysses, October 17, 1803.

French privateer Vigilante, of two guns and thirty-seven men; taken by the Centaur, October 22, 1803.

French privateer Resource, of four guns and forty-five men; taken by the Osprey, same date.

French privateer Mirni, of one gun and twenty-one men; taken by ditto, same date.

English brig Earl St. Vincent, laden with provisions; retaken by the St. Lucia, Nov. 1, 1803.

Sweedish schooner Antelope: recaptured by ditto, same date.

SAM. HOOD.

Copy of another Letter from Commodore Hood, Commander in Chief of his Majesty's Ships and Vessels at the Leeward Islands, to Sir Evan Nepean, Bart. dated on board his Majesty's Ship Centaur, at Sea, the 20th November, 1803.

SIR,

I herewith transmit you copy of a letter from Captain Graves, of his Majesty's ship Blenheim, stating the capture of the Harmonie privateer, in Marin Bay, by the boats of that ship and the Drake, under the orders of Captain Ferris; and the surprize and destruction of Fort Dunkirk, by the Marines under the command of Lieut. Beatie. The judicious manner in which this service was planned, the gallantry and zeal of those Officers who executed it, deserve my warmest encomiums, and I beg leave to give them my strongest recommendation to the Lords Commissioners of the Admiralty.

I have the honour to be, &c.

SAM. HOOD.

SIR, *Blenheim, off Martinique,* 17*th Nov.* 1803.

I have the honour to acquaint you, that on the 14th instant, the French privateer schooner l'Harmonie, with a prize, having put into the harbour of Marin, in the bay of St. Ann, Martinique, induced me to suggest a plan for the capture of this vessel, more destructive to commerce than any other which has appeared in these seas; and for this purpose I attempted, against a strong sea breeze and lee current, to beat up from off the Diamond Rock to the place where she lay at anchor. It was not until the 16th in the morning that I was able to accomplish it, when, having reconnoitred the harbour of Marin, together with the batteries on each side of it, and also one above the town, I determined on the attempt. I therefore ordered sixty seamen belonging to his Majesty's ship under my command, with Lieutenants Cole and Furber, and a detachment of sixty marines of the same ship, under the command of Lieutenants Beatie and Boyd, to carry the enterprize into execution; the former in their boats to attack the privateer, and the latter at the same time to endeavour to surprise, or in any event to storm, Fort Dunkirk, a battery of nine guns on the starboard side of the harbour. It was necessary to do so, to cut off the Militia from rendezvousing on Marin Point, which being immediately in the track of coming out, and where doubtless they would have been joined by the troops from the fort, would have much annoyed the boats on their return. The Drake having joined me, and Captain Ferris volunteering his services, I directed him to take the command of the seamen, and to add to them fourteen from the Drake. All things being prepared, the boats with the seamen towed by the Drake, and the marines in four boats towed by the Swift hired cutter, at eleven P.M. proceeded off the mouth of Marin harbour, and by estimating the time it would take for the boats to row up to the privateer, which vessel lay three miles from the entrance of the harbour, both parties set off so timely as to commence the attack at the same instant; and I am happy to add, that about three A.M. on the following morning, by very spirited and judicious attacks, both parties succeeded; the fort was completely surprised, the prisoners, fifteen in number, taken, and sent on board the cutter, the guns were dismounted and spiked, their carriages totally destroyed, and the magazine blown up; the barracks were spared, as a large and ripe field of canes adjoining must have inevitably been destroyed had they been set fire to.

The boats with the seamen passed one battery undiscovered, but the privateer was on her guard, and commenced a very heavy fire on them, who nevertheless in the most prompt and gallant manner boarded, and in a few minutes carried her. Two men were found dead on her deck, and fourteen were wounded. As many of the enemy threw themselves into the sea, many must have been drowned.

I am sorry to add that the Blenheim had one man killed, and two wounded, and the Drake three wounded, one dangerously.

The Harmonie was commanded by Citizen Noyer, had eight carriage guns, and sixty-six men at the attack, forty-four only of whom were found at the time of surrender. The boats and privateer repassed the fort on the larboard side of the harbour within musket-shot, but happily escaped from a heavy fire unhurt.

The spirited manner in which Captain Ferris led the boats to the attack, and the gallant conduct of Lieutenants Cole and Furber, the Petty Officers, and men, on the occasion, merit my warmest praise, nor can I do too much justice to the conduct of Lieutenant Beatie, commanding the detachment of Royal Marines, Lieutenant Boyd, the non-commissioned Officers and privates, who in the most soldier-like manner, after being challenged and fired upon by two sentinels, and perfectly ignorant of the nature and number of the troops they had to contend with, pushed directly into the fort with fixed bayonets, when the enemy cried for quarter. By the silence with which the battery was carried, one hundred militia of the fort of St. Ann were cut off from the point of rendezvous, and thus the place, to answer all our purposes, secured without the loss of a man

Enclosed is an account of the guns rendered useless, and stores destroyed, at Fort Dunkirk.

I have the honour to be, &c.

THOMAS GRAVES.

An Account of Ordnance and Stores destroyed, or rendered useless, by a Detachment of Royal Marines, belonging to his Majesty's Ship Blenheim, at the Attack of Fort Dunkirk on the Island of Martinique, 16th Nov. 1803.

Iron ordnance.—Six twenty-four pounders, and eighteen three-pounders, spiked, and the carriages.

Six barrels of powder, many filled cartridges, one cask of ball cartridges, and very many cannon shot thrown into the sea.

Several barrels of powder blown up in the magazine.

THOMAS GRAVES.

Copy of another Letter from Commodore Hood, Commander in Chief of his Majesty's Ships and Vessels at the Leeward Islands, to Sir Evan Nepean, Bart. dated at Sea, 2d December, 1803.

SIR,

As we lay at anchor in Fort Royal Bay, Martinique, close to Cape de Salines, yesterday morning, a schooner with a sloop in tow, was working up from to leeward; about eight o'clock, being within six miles, and perceiving her intention for St. Pierre's, I directed Captain Maxwell to weigh and give chase, and was not discovered until all sail was set, when the schooner and sloop separated; I sent the Sarah advice boat after the sloop, and the schooner la Sophie, belonging to Guadaloupe, of eight guns (which were thrown overboard in the chase,) and forty-six men, was captured by this ship after a run of twenty-four leagues; the sloop, her prize, re-taken by the Sarah, was cut out of Courland Bay, Tobago, having on board only a few hogsheads of sugar.

I have the honour to be, &c.

(Signed) SAM. HOOD.

P.S. Since writing the before-mentioned, Lieutenant Domet, in the Vigilant tender, with the Sarah advice boat, burnt a schooner in Anse de Serron, of seventy tons, and destroyed the battery Chateau Muguet of three eighteen-pounders, without any loss on our part.—A party of the enemy came down and fired on them, of which they killed one man, and wounded some others.

S. H.

Copy of a Letter from Rear-Admiral Sir John Thomas Duckworth, K.B. Commander in Chief of his Majesty's Ships and Vessels at Jamaica, to Sir Evan Nepean, Bart. dated at Port Royal, the 19th Nov. 1803.

SIR,

Accompanying this, I send you, for the information of the Lords Commissioners of the Admiralty, a letter from Lieutenant Fitton of the Hercule, commanding the Gipsey tender, stating the destruction of a French privateer.

Captain Roberts, of the Snake, also sends me an account of a French privateer which he had been in chase of the whole day of the 10th instant; and in endeavouring to avoid him after dark, got on shore upon Rocky Point, near the east end of this island. The prisoners, sixty in number, he has sent in.

I have the honour to be, &c.

J. T. DUCKWORTH.

His Majesty's Schooner Gipsey, Port Royal, November 4, 1803.

SIR,

I have the honour to inform you, that on the 19th of October last, at four P.M., Cape Maize bearing north, distant six or seven leagues, I chased, and, after a running fight of two hours and forty minutes, drove on shore, and completely destroyed, a French privateer schooner, mounting two long eighteen-pounders, and full of men.

I should have endeavoured to get her off; but the night being very dark, and the wind freshening from the S.E., was obliged to make sail for the safety of his Majesty's Schooner under my command, and join the packet, which ship I saw safe, agreeable to your orders.

I have, &c.

Sir John Thomas Duckworth, K. B. E. K. FOLEY.
Commander in Chief, &c. &c. &c.

Copy of a Letter from Rear-Admiral Thornbrough to the Right Honourable Lord Keith, K.B. Admiral of the Blue, &c. dated on board his Majesty's Ship the Ruby, off the Texel, the 17th Instant.

MY LORD,

I have the honour to inform your Lordship, that Captain Wooldridge, of his Majesty's sloop Scourge, returned to me this afternoon off the Texel, having cut out of the Vlie Roads an English ship of four hundred tons burthen, laden with timber, from Memel bound to Hull, which ship he has sent to Yarmouth Roads.

I beg leave to observe to your Lordship, that, from the very intricate passage into the anchorage at this season of the year, which was planned by Captain Wooldridge himself, decidedly against the opinion of his pilots, and which succeeded in the fullest extent, thereby depriving the enemy of so valuable a cargo, reflects no less credit on him than it does on Lieutenant Hughes, who conducted, and the Officers and men who executed, so hazardous an enterprize, under the fire of the batteries on the island, and so many other disadvantages.

I have the honour to be, &c.

E. THORNBROUGH.

SIR, *Scourge, off the Vlie Island, Jan. 11, 1804.*

I have the honour of informing you, that in execution of your orders of yesterday's date, on my arrival off the Vlie Island, in his Majesty's sloop, I spoke the Prussian, from Amsterdam, who informed me, that a large ship, with prize colours flying, was lying in the Vlie Roads, waiting a wind to proceed up the passage; and that he understood from the pilots she was an English ship, laden with naval stores; considering that to deprive the enemy of a ship of that description was of material consequence, I determined on attempting to cut her out; for which purpose, after dark, his Majesty's ship was anchored in the State Lille Passage, in four and a half fathom water, and within musket shot of the shore, ready to co-operate with the boats, which were detached about midnight, under the direction of Lieutenant W. J. Hughes, the senior Officer; and with such good order was the attack conducted by him, that the ship was boarded and brought out, although lying immediately under the batteries, and mounting herself eight guns, without the smallest loss; and proves to be a ship from Memel, laden with timber, four hundred tons burthen, taken on the 19th of December last, by the Union Dutch brig privateer of eighteen guns, on the coast of Norway. Mr. Williamson, the Purser, Mr. Hepburn, the Boatswain, and Messrs. Dale and Daly, Midshipmen, who were volunteers in the boats, Mr. Hughes speaks in the handsomest manner of; indeed the behaviour of every man and Officer in the ship was so much to my satisfaction, that had the resistance been ever so great, I have little doubt of the success.

I am, &c.

Rear-Admiral Thornbrough, W. WOOLDRIDGE.
&c. &c. &c.

ADMIRALTY-OFFICE, JAN. 31, 1804.

Copy of a Letter from Rear-Admiral Sir John Thomas Duckworth, K. B. Commander in Chief of his Majesty's Ships and Vessels at Jamaica, to Sir Evan Nepean, Bart. dated at Port Royal, the 26th of October, 1803.

SIR,

I herewith transmit, for the information of the Lords Commissioners of the Admiralty, two letters from Captain Ross, of his Majesty's ship Desirée, relative to vessels captured and destroyed.

I am, &c.

J. T. DUCKWORTH.

SIR, *Desirée, Mancinelle, 19th Aug.* 1803.

Having fetched into this anchorage last evening, and seeing from the mast-head, over the land, several vessels at anchor in Monte Christe roads, I dispatched the boats armed, under Lieutenant Canning, of his Majesty's ship I command, to bring them out, which service he performed with credit, under a heavy fire from the batteries, and returned at daylight this morning, with five schooners and a sloop.

I have the honour to be, &c.

To Captain Bligh, &c. &c. &c. C. B. H. ROSS.

SIR, *Desirée, Mancinelle Bay, Sept.* 4, 1803.

I have pleasure in informing you, that your boats, accompanied by those of his Majesty's ship I command, returned early this morning, having brought out of Monte Christe all the vessels at that anchorage, to the amount of six sail of schooners, under a smart fire from the batteries, without loss.

I have the honour to be, &c.

Captain Bligh. (Signed) CHARLES B. H. ROSS.

Copy of another Letter from Rear-Admiral Sir John Thomas Duckworth, K. B. Commander in Chief of his Majesty's Ships and Vessels at Jamaica, to Sir Evan Nepean, Bart. dated at Port Royal, the 20th of November, 1803.

SIR,

Accompanying this you receive, for the information of the Lords Commissioners of the Admiralty, an account of vessels captured and destroyed by his Majesty's ships and vessels under my command, since the return of September last.

I am, &c.

J. T. DUCKWORTH.

A List of Vessels captured, detained, and destroyed, by his Majesty's Ships and Vessels at and about Jamaica, under the Orders of Sir John Thomas Duckworth, K. B. Rear-Admiral of the Red, and Commander in Chief, &c. &c. &c.

French schooner Amiable Sophie, laden with provisions; captured by the Desirée and squadron, September 17, 1803.—B. Waterhouse and Co. agents.

French ship la Sagesse, in ballast; captured by the Theseus and squadron, September 9, 1803.—B. Waterhouse and Co. agents.

French brig Papillon, of 6 guns, 55 men, and 100 tons, in ballast; captured by ditto, same date.—G. and A. Stewart, agents.

French brig Trois Amis, of 12 men and 200 tons; captured by ditto, same date, and the same agents.

French schooner le Courier de Nantz, of 17 men and 70 tons, laden with flour, wine, &c.; captured by ditto, same date, and the same agents.

Schooner Sally, of 8 men and 130 tons; captured by ditto, same date, and the same agents.

Schooner Mary, of 5 men and 90 tons; captured by ditto, same date, and the same agents.

Schooner Two Friends; captured by la Desirée and squadron, September 9, 1803.—B. Waterhouse and Co. agents.

French sloop (name unknown) in ballast; captured by the Hunter and Inglefield, same date, and the same agents.

American schooner Polly, laden with coffee and sugar; captured by ditto, same date, and the same agents.

Schooner Ursala, laden with flour and provisions; captured by the Gypsey, same date, and the same agents.

Schooner Esperanza, laden with cattle; captured by ditto, same date, and the same agents.

American schooner Little Sarah, laden with coffee, &c.; captured by the Bellerophon and Loring, same date, and the same agents.

Spanish ship Cosmopolite, laden with negroes and trinkets; captured by ditto, same date, and the same agents.

French schooner Jeune Adelle, laden with ballast, a few dry goods, and ironmongery; captured by the Racoon and Bissel, October 14, 1803, same agents.

French cutter l'Amitié, laden with ballast, a few dry goods and ironmongery; captured by ditto, same date, and the same agents.

French schooner la Liza, laden with ballast, a few dry goods and ironmongery; captured by ditto, same date, and the same agents.

French schooner No. 1. (name unknown), laden with ballast, a few dry goods and ironmongery; captured by ditto, October 13, 1803, same agents.

French schooner No. 2, (name unknown), laden with a few dry goods; captured by ditto, same date, and the same agents.

French ship Catherine and Adelaide, laden with sundry dry goods and ironmongery; captured by the Cumberland and Serrill, same date, and the same agents.

French ship Sophie, laden with sundry dry goods and ironmongery; captured by ditto, same date, and the same agents.

French schooner Lalitte, laden with sundry dry goods and ironmongery; captured by ditto, same date, and the same agents.

French ship Mars, of 1 gun, 33 men, and 560 tons, laden with ballast, some provisions and passengers, 230 soldiers with officers; captured by the Elephant and squadron, same date,—R. Lake and Co. agents.

French brig Goelan, in ballast; capitulated at Aux Cayes to la Pique and Pelican, Cumberland and Whitby, October 13, 1803.—B. Waterhouse and Co. agents.

French schooner Tricoleur, in ballast; capitulated at Aux Cayes to ditto, same date, and the same agents.

French cutter Sandwich, in ballast; capitulated at Aux Cayes to ditto, same date, and the same agents.

French schooner Pierre Chenie, in ballast; capitulated at Aux Cayes to ditto, same date, and the same agents.

French brig Vigilante, in ballast; capitulated at Aux Cayes to ditto, same date, and the same agents.

French schooner Courier et Conquereur, in ballast; capitulated at Aux Cayes to ditto, same date, and the same agents.

French schooner l'Aiguille, in ballast; capitulated at Aux Cayes to ditto, same date, and the same agents.

French brig Concorde, in ballast; capitulated at Aux Cayes to ditto, same date, and the same agents.

French brig St. Antonio y les Animas, in ballast; captured by the Mignonne, same date, and the same agents.

American schooner Nancy, laden with coffee, &c.; captured by the Bellerophon and squadron, same date, and the same agents.

French schooner Rosino et Rosario; captured by the Pique, &c. same date, and the same agents.

French schooner l'Heureux Rencontre; captured by the Blanche, &c. same date, and the same agents.

French schooner Charlotte; captured by the Pique, &c same date, and the same agents.

American schooner Amphion; captured by the Blanche and squadron, same date, and the same agents.

French schooner Concord; captured by the Pique, &c. same date, and the same agents.

American ship Elk; recaptured by the Bellerophon and squadron, same date, and the same agents.

American ship (name unknown); captured by ditto, same date, and the same agents.

American schonner (name unknown); captured by ditto, same date, and the same agents.

French schooner Fanny; captured by the Echo and Badger, same date.

Privateer run on shore by the Gypsey schooner and destroyed.

L'Esperance privateer schooner run on shore by the Snake and destroyed; her crew, consisting of sixty persons, sent to Port Royal.

J. T. DUCKWORTH.

ADMIRALTY OFFICE, JAN. 31, 1804.

Copy of a Letter from Captain William Selby, Commander of his Majesty's Ship the Cerberus, to Sir Evan Nepean, Bart. dated at Spithead, the 26th Instant.

SIR,

I beg you will be pleased to lay before my Lords Commissioners of the Admiralty, the enclosed copy of a letter written to Rear Admiral Sir James Saumarez, stating my having captured, in his Majesty's ships under my command, the national gun-vessel le Chameau, and destroyed another off Cape la Hague on the night of the 25th instant.

I am, &c.

W. SELBY.

His Majesty's Ship Cerberus, off Cape la Hague,
26th January, 1804.

SIR,

In pursuance of your orders, I yesterday at one P. M. weighed in his Majesty's ship Cerberus, under my command, from Guernsey roads, and having passed through the Little Russel, I shaped a course for Cape la Hague, in order, if possible, to look into Cherbourg before dark. In our approach to the above cape, we discovered a convoy of the enemy, consisting of four armed vessels, steering to the Eastward. We had the good fortune to cut them off before they reached the Cape, which obliged them to anchor. The strength of the tide prevented our reaching them. I therefore hauled the wind to the southward, under a press of sail, until after dark, when we bore up for Cape la Hague, and at midnight saw them coming round the Cape, but so close to the land that it was considered dangerous to take the ship near them. However, a heavy squall of wind driving them a little further from the shore, we succeeded in capturing the national gun-vessel le Chameau, and driving one on the rocks; the rest effected their escape, owing to the vicinity of the rocks, which at that time was not more than a cable's length from us.

The above gun-vessel is three hundred tons burthen, is quite new, carrying four long six-pounders and two swivels, and commanded by Francis Galiare Ensign de Vaisseau, having on board at the time of capture fifty-eight men, twenty-one of which are soldiers fully accoutred. She is calculated to carry between two and three hundred troops, and appears to be a gun-vessel fit for his Majesty's service. I have the honour to be, &c.

WILLIAM SELBY.

Rear-Admiral Sir James Saumarez, Bart. K.B.
Commander in Chief, Guernsey.

ADMIRALTY-OFFICE, FEB. 4, 1804.

Copy of a Letter from Admiral Montagu, Commander in Chief of his Majesty's Ships and Vessels at Portsmouth, to William Marsden, Esq.; dated the 31st of January, 1804.

SIR,

Be pleased to inform the Lords Commissioners of the Admiralty, that his Majesty's ships Tribune and Hydra yesterday fell in with twenty of the enemy's flotilla off Cape la Hague, and captured three gun-brigs and a lugger:—the three former are arrived;—they are reported new, and had been launched only ten days, having been rigged upon the stocks. The soldiers they had on board were embarked the day after they were launched. Underneath is a further description of them.

I am, &c.

GEO. MONTAGU.

No. 51, of 100 tons, 3 twenty-four-pounders, and 50 men.
No. 43, of 100 tons and three twenty four and eighteen pounders, and 50 men.
No. 47, of 100 tons, 3 twenty-four and eighteen pounders, and 60 men.

Copy of a Letter from Captain R. H. A. Bennet, Commander of his Majesty's Ship the Tribune, to William Marsden, Esq.; dated at Sea the 30th of January, 1804.

SIR,

I beg you will inform the Lords Commissioners of the Admiralty, that his Majesty's ship Tribune, under my command, fell in with, this morning, Cape la Hague bearing S. W. three or four miles, a small flotilla from St. Maloes bound to Cherbourg, consisting of three brigs and some smaller boats; as it blew very hard I could only capture two brigs, of two twenty-four pounders and one eighteen-pounder each, manned with fifty-one seamen, and fifty soldiers of the 32d demi-brigade. I have sent them to Portsmouth. His Majesty's ship captured and destroyed a large boat from la Hague before she fell in with the flotilla. I beg leave to add, that a frigate, which I take to be the Hydra, captured a lugger, one of the flotilla, and I left her in chase of another brig.

I am, &c.

R. H. A. BENNET.

N. B. Brigs of the 1st Class, No. 47. and 43.

Copy of a Letter from Captain George Mundy, Commander of his Majesty's Ship the Hydra, to William Marsden, Esq.; dated at Sea, the 31st of Jan. 1804.

SIR,

I beg leave to enclose you, for the information of the Lords Commissioners of the Admiralty, a copy of my letter of this day's date, to Rear-Admiral Sir James Saumarez, respecting the capture of two of the enemy's flotilla.

I am, &c.

G. MUNDY.

SIR, *Hydra, at Sea, Jan. 31, 1804.*

I have the honour to represent, that being close in with Cherbourg, yesterday about noon I discovered a straggling convoy under the land to the westward, and succeeded in separating two brigs and a lugger from it, the latter I captured about two o'clock in the evening, and one of the former about ten at night, within a few leagues of the Isle of Wight; the other I observed was brought to by a frigate to the westward: both vessels are perfectly new and well found, and manned and armed as below mentioned; they left St. Maloes on Sunday evening, in company with three other brigs, and were bound to Boulogne.

I have the honour to be, &c.

G. MUNDY.

Brig No. 51. commanded by Lieutenant de Vaisseau, armed with three twenty-four-pounders, 50 men and officers; a Lieutenant and 26 of which are of the 32d Regiment of the line.

Lugger No. 411, commanded by an Ensign de Vaisseau, armed with one eighteen-pounder, 36 men and officers; a Lieutenant and 26 of which are of the same regiment.

MONTHLY REGISTER
OF
Naval Events.

POLITICAL RETROSPECT.

> " God! must this mushroom despot of the hour
> The spacious world encircle with his power?
> Stretching his baneful feet from pole to pole,
> Stride Corsican Colossus of the whole?
> Forbid it Heaven! and forbid it man! COLMAN.

ONE important event, universally interesting to Englishmen, has, during the last fortnight, wholly absorbed the attention of the public. It is scarcely necessary to observe, that we allude to the distressing attack of illness which his Majesty has experienced. A *Bulletin* of our Sovereign's health is daily published; but this official paper is uniformly couched in such indefinite terms, that it has hitherto been impossible to learn from it, either the particular disease with which his Majesty is afflicted, the extent of his danger, or whether his recovery be probable. That his disorder has been of a serious, and even of an alarming nature, cannot, however, be dissembled. During his indisposition, in the earlier part of the winter, every description of public business went on as usual; but, in the present instance, the direct contrary has been the case. Both Houses of Parliament have indeed regularly met, but the most important business, even the Volunteer Regulation Bill *, which was considered as of a pressing nature, has been repeatedly deferred, and several motions of consequence stand over to a future and undetermined period. We cannot perceive the necessity or utility of thus keeping the public in the dark: they are deeply interested in the event; and, should the worst happen, which we most ardently implore of Heaven it may not, they ought to be prepared. The preservation of our beloved Monarch, that common father of his people,

> " Heaven's true vicegerent, whose superior soul
> Rais'd high above the tyrant's selfish poorness,
> Pants but for power of doing good, rejects
> All power of doing ill; who makes no war

---

* It was at one time feared, that this bill would be the cause of much dissatisfaction to the Volunteers; but it must afford much pleasure to every friend and admirer of their patriotic exertions, to be informed, that the bill will rather secure than infringe their privileges. The right of resignation is to be fully allowed, on due notice being given.

> But to revenge his people's wrongs; no peace,
> But to secure their safety; courts no fame
> But from their happiness,"

is at all times, but more particularly at such a momentous crisis as the present, an object of such general concern to every British heart, that no concealment respecting him should for an instant take place.

We are indeed taught to believe, that his Majesty is gradually recovering. We sincerely hope that this representation may be correct, and that he may yet reign many long, long years over a loyal and affectionate nation.

Among other public business, suspended by the King's illness, is a *reported* coalition between the Fox and Grenville parties. The newspapers have been diffuse in their observations on the subject; but we should not have noticed it, had we not heard the probability of such a circumstance whispered from sources of superior information. Should it take place, we shall be astonished; for, than the Fox and Grenville principles, fire and water, Jacobinism and Antijacobinism, cannot be more opposite, nor could they possibly form a more heterogeneous commixture. To form such a coalition, *each* party must sacrifice *some* of its principles and views. We tremble for the honour of one set of men, and cannot but wonder at the presumption of the other.

In the West Indies, the British naval character has eminently distinguished itself.—The complete evacuation of St. Domingo by the French has been fully and officially confirmed. The black chiefs have established a republican form of government, and it does not appear to be the intention of the English to attempt any kind of settlement in the island. In this conduct we think the wisdom of our administration is evinced. By prudent management, we may derive almost every advantage which the produce of that fertile country can afford, without incurring the slightest risk of either men or money. —Captain Bissell, of the Racoon sloop, under Admiral Sir J. T. Duckworth, has, by the destruction of the French national brig la Mutine, on the coast of Cuba, displayed, as his Commander observes, a superior degree of professional abilities, with great gallantry. We most cordially join with the worthy Admiral, in trusting, that he will be honoured with the protection of the Lords of the Admiralty.

The intelligence from Ceylon has been of a distressing nature; but we believe there is very little doubt of the ultimate success of the British arms in that quarter of the world.

The probability of a war with Spain appears considerably to have decreased.

The internal disputes of Germany are not yet settled; but it is not expected that they will, *immediately*, lead to any serious consequences.

The connexion between the two Imperial Courts of Vienna and St. Petersburgh seems to be drawing closer; very active negociations are going forward between them, and Russia seems to be recruiting both her naval and military forces to a great extent.

The invasion of England by Buonaparté is still spoken of with confidence; some new rumour is every day a-float; and, each succeeding week, we are told, with much gravity, that the attempt will be made before its close.—At present, we can only say, that the event will be disclosed by time.

Naval Courts Martial.

PORTSMOUTH, JANUARY 29.

A COURT Martial was held on Capt. Bissett, his Officers and ship's company, for the loss of his Majesty's late ship la Creole. The Court being fully satisfied that her loss was occasioned by her very leaky condition, they were all acquitted.

Feb. 15. A Court Martial was held this day on board the Gladiator, in Portsmouth harbour, to try W. Johnson, seaman, of his Majesty's ship Chichester, for desertion. The Court, in consideration of his former good conduct, sentenced him to receive only fifty lashes on board his Majesty's ship Chichester, at such time, and in such proportion, as Captain [illegible], his Commander, may judge fit. A Court Martial was likewise held on W. Rudgley, Boatswain of the Leviathan, for absenting himself without leave, and likewise for neglect of duty; sentenced to be dismissed from the office of Boatswain in his Majesty's service.

Feb. 20. This day a Court Martial was held on board the Gladiator, on Mr. O'Reilly, Purser of the Eurydice, for embezzling of provisions. He was sentenced to forfeit double the value of two firkins of butter sent on shore to be exchanged. The same day T. Mahony, of the Leviathan, was sentenced to receive 300 lashes, for disobedience of orders and contempt. Captain Lock, President.

SHEERNESS.

Capt. Broughton, of the Penelope, has been tried at Sheerness, on charges preferred against him by the First Lieutenant of the Penelope, (Gedges,) and acquitted, the charges proving frivolous.

Lieutenant Charles Inglis, late of the Buffalo, has been struck off the list of Lieutenants, in consequence of not abiding his trial by a Court Martial, on certain charges preferred against him by Lieutenant A. Forsyth, of the same armed vessel.

NARRATIVE

OF AN OFFICER BELONGING TO HIS MAJESTY'S SHIP POULETTE,

Which arrived at Spithead, January 29, 1804.

" The Poulette sailed from Guernsey Roads on the 4th of January 1804, on a cruise off the coast of France, to protect the Island of Alderney, and intercept such of the enemy's armaments as might attempt to pass Cape la Hague, on which station she continued till the 22d following, without any thing occurring worthy of notice; it had been very bad weather for some time before, with strong gales from the S. W.; it now increased to a hard gale, in consequence of which she was forced from her station, and about three P. M. saw the Isle of Wight; we then bore to the S. At one A. M. it blew most violently from W. N. W., with a cross turbulent sea; the ship was at this time under a fore-storm stay-sail, labouring excessively, and the whole of the lee-side, at intervals, completely under water, which from the quantity on deck, together with what went down the hatchways, rendered our situation truly alarming, and as the pumps would not deliver equal to keep the ship free, she must have foundered very soon. It now became absolutely necessary, to preserve the ship and those on board her, to endeavour to get her before the wind; this was at length, with the greatest danger, effected : and when she was so, the sea was rolling in on each side to such a degree, that to ease her the boat was cut from the stern, four of the guns, the shot, and every moveable on deck thrown overboard, and every thing done that could lighten her aloft; this, with the firm conduct of the Officers and ship's company, preserved her. The gale still continued with increased violence till four; at five, made Beachy Head; and at noon, on the 23d, anchored under Dungeness, where we remained till the weather moderated, so as to enable us to regain our station. On Thursday we arrived off Cherbourg; that evening chased four gun brigs into Omanville bay; the next day captured and destroyed a large boat, No. 184, belonging to the French Republic, and intended to carry troops for the invasion of England. The same afternoon observed several vessels supposed gun-brigs, rounding Cape la Hague, made sail in chase; conceiving we could not fetch them, and observing them tack from us, bore up in chase of a brig to leeward, which escaped by taking shelter in the bay we had driven the four into the day before—stood close in, and exchanged several shot with them, and a battery on the heights, which commanded the bay, and rendered an attack on the brigs not practicable; hauled off and stood to the westward. During that night it blew strong, and continued to increase so as to oblige us to bear up for a port at eight A. M. on the 28th; at noon it still further increased to a violent gale from W. S. W., with a tremendous sea, and the weather so excessively thick, that we could not see twice the ship's length; we were now going at the rate of eleven or twelve knots under bare poles, and endeavouring to make the High Land of St. Alban's, (which we supposed by account to be distant one or two miles,) with an intention of going in at the Needles; but in this we were frustrated. By the thickness of the weather, it now became essentially necessary to alter the course a little to starboard, which brought the wind broad in that quarter; and so great was the quantity of water that rolled in on her decks, that it caused the utmost alarm for her safety. The Master now conceived it necessary to get a cast of the lead; the first favourable opportunity that offered was embraced, and the ship was attempted to be brought to the wind for that purpose; but in the act a sea struck her, which threw her on her broadside, and she was for some time so completely buried, that the water was considerably high on her main-mast; the man at the helm up to his middle, and two seamen that were to leeward literally washed over her gunwale and back again. In this alarming situation she remained some time, without the smallest movement or inclination to righten, nor did the most sanguine expect it; but fortunately the helm was kept hard a-starboard, which, with the assistance of the fore stay-sail, paid her off, and she was once more got before the wind; as the quantity of water on deck had now become greater than ever, twelve more of the guns, slides, shot, spars, &c. were thrown overboard. We were now under the necessity of keeping her before the sea, as we saw that nothing but certain destruction would attend her laying to: this seemed to be but a prolongation of misery, as, by the course we were compelled to steer the ship we knew must very soon bring us in with the land; and however distressing to relate, the running her on shore, on whatever part that might be, seemed the only alternative left for the preservation of the lives of those on board. I will not attempt to describe our feelings on this melancholy occasion; fearful of seeing the land every instant close under the bows, and expecting, whenever that might be, nothing but inevitable death to follow. But by the interposition of Divine Providence at this critical moment, and not before the men on the fore-yard had descried the land right a-head, the wind shifted in a tremendous gust to W. N. W., accompanied with a clear, which enabled us to haul up a little, and at the same time presented us with a sight of the land, which we discovered to be that of St. Catharine. It is impossible to conceive the joy that was depicted in every countenance from a change so sudden and unexpected. The scene from this time began to brighten; we were now enabled to ascertain our exact situation; and at half past five we anchored in safety at St. Helen's.

PLYMOUTH REPORT,

FROM JANUARY 24 TO FEBRUARY 22.

Jan. 25. A most dreadful and melancholy accident happened this morning near St. Nicholas's Island, at the ledge of sunken rocks called the Passage of the Bridge, between that island and Redding Cliffs, Mount Edgcombe; it blew very hard at S.E. and a sea in the Passage like a boiling pot, in which a helmsman can scarcely command the steerage of his boat from the run of the tide. The pinnace of the Prince of 98 guns, Captain Grindall, to save going round the eastern rocks of the island, fatally attempted the Passage of the Bridge; when midway, a violent squall at S.E. capsized the boat, and before assistance could possibly reach her, melancholy to relate, the midshipman and boat's crew, to the number of seventeen, met a watery grave. The accident was observed from the Citadel Battery, near the flag-staff, and some men seen struggling in the water. This is the same place where Captains Drew and Pulling, of the Royal Navy, were unfortunately drowned, with ten men, in the Cerberus's pinnace a few years since.

26. Sailed on a cruize the Ranger, of 14 guns, Captain Frazer.

28. Yesterday sailed to join the Channel fleet, the Prince, of 98 guns; Foudroyant, of 84 guns; Conqueror, of 74 guns; and Impetueux, of 84 guns. They sailed at twelve at noon, but were seen in the offing, S. W. of the Eddystone, when the sun set, having made very little way, and the wind then S.S.W. and every likelihood of another tempest, which last night and this morning took place to almost as violent a degree as on the 19th instant; and it being just the top of the spring tide, when morning dawned, the lower part of the town, viz. the Barbacon, the two piers, Smart's Quay, New Quay, Grey's Quay, and Foxhole Quay, were completely inundated. The parlours, kitchens, and lower apartments of the different houses were filled with the wash of the sea upwards of three feet. The Mars transport, having on board French prisoners and invalid troops, from Jamaica, drove from her anchors in Catwater, and was near being ashore; to prevent which, they were obliged to cut away her three masts. Went down the harbour, and sailed directly for the fleet in Bantry Bay, with naval stores, the Santa Margaretta, of 36 guns.—Four, P.M. It still blows hard, with rain. The Active and Diligence revenue cutters are under orders from the Port-Admiral; the masters were sent for to get their cutters ready for sea, to carry dispatches at a moment's notice.

29. Came from Cawsand Bay into the Sound, preparatory to going up the harbour to refit, having sprung her main-top mast, and received other damage in the late gales, the Plantagenet, of 74 guns, Hon. Captain de Courcy, in the hurricane of yesterday; she, and the Phœnix, of 44 guns, were obliged to veer away more cable, but rode it out in safety with the Niobe, of 44 guns. Yesterday, as the Phœnix cutter was coming from the slaughter-house with fresh

beef, round the Devil's Point, in the run of the tide, and blowing hard, a squall came on, the sail gibbed, the boat upset, and the midshipman and strokesman were unfortunately drowned. The Andromache only lost two men on the passage from Halifax.

30. Admiral Cornwallis's squadron were not in Torbay last night; therefore it may be hoped they have resumed their station off Brest, as the weather is still moderate. The Fox cutter sailed for the gallant Admiral directly off Brest on Thursday evening with dispatches. Admiral Cornwallis was never higher up than within four leagues S. W. of the Eddystone last Thursday, and persevered in beating down Channel, even during the gale of Saturday last. Came in a Dutch West Indiaman, last from Falmouth, with coffee, a prize to the Goliah, of 74 guns.

31. The weather still continues moderate; came into Cawsand bay yesterday, the Spencer, of 74 guns, Hon. Captain Stopford; she came in to refit, and left Admiral Cornwallis beating down for his station a few days since. Captain J. Pellew is appointed to the command of the Naiad, of 38 guns, vice Captain Wallis, who, we are sorry to state, lies dangerously ill at his house in Stonehouse. Came in from sea, after a most tempestuous cruize, the Pickle schooner, of 14 guns, Lieutenant aponriere, with the loss of her main-top mast and fore yard in the gale of wind of the 19th inst. As the wind is S.S.W. the enemy will most probably venture out.—Came in from Tobago the Favourite, West Indiaman, Captain Peterford, with sugar, coffee, &c; had a dreadful passage: left the island all well six weeks since. Sailed the Neptune man of war and Doris frigate, on a cruize.

Feb. 1. Arrived from Guernsey the Moucheron, of 16 guns, with dispatches from Rear-Admiral Sir J. Saumarez, K. B.; he and the squadron were all well last Sunday. This forenoon put back a large fleet bound for the West Indies, which sailed from Portsmouth; they are mostly transports, with troops and West Indiamen: they are the greater part gone up Catwater, and are fine ships. Captain Henderson, of the 29th regiment, came passenger from Halifax in the Andromache of 36 guns. Captain Laurie left Col. Lord F. Montague and the 29th regiment all well when he left the settlement. Came in the Courageux man of war, with about 30 sail of the outward-bound West India fleet, having been separated in a gale. On the 28th of January 73 sail were in company, and on the 29th only 43 sail; the remainder bore away for Cork. The following are part of the ships put in here, viz. the Julius Cæsar, Sir Charles Hamilton, Alligator, Juno, Josiah, Lady Arabella, Lady Jane, Matthew, Francis and Eliza, Tulloch Castle, Canada, Annabella, Reward, and Flora. Wind S. W.

2. The Courageux, of 74 guns, Rear-Admiral Dacres, which came in yesterday with about 45 sail, out of 150, of the outward bound West India convoy, is much damaged in her rudder, and it is supposed will be obliged to go up Hamoaze. They have had dreadful gales of wind ever since they left England, and separated some days since off Cape Ortegal in a violent gale of wind, which dispersed the fleet; the Admiral found it necessary to bear away for this port to refit. Sailed the Seagull, of 18 guns, Captain H. Burke; and warped up the harbour to refit the Doris, of 38 guns, Captain P. Campbell.

4. Came in two more transports with troops, part of the West India convoy, in damage, all their boats were stove in. The signal for bearing away of the West India convoy, was, after the repeated and unsuccessful attempts of Rear-Admiral Dacres to proceed, made off Cape Ortugal, it then blowing a hurricane. Several dead bodies of seamen, some foreigners, have been washed ashore near Bigbury bay, the vessels are supposed to have foundered in the late gales.

5. Sailed yesterday the Neptune, of 98 guns, Capt. Drury, to join Admiral Cornwallis's fleet off Brest. By orders from the Admiralty, Rear-Admiral Collingwood shifted his flag from the Venerable, of 74 guns, fitting in Hamoaze, and hoisted it on board the Culloden, of 74 guns, in Cawsand bay, and sailed yesterday to join Admiral Cornwallis's fleet; the Culloden has taken out all sorts of naval stores for the use of ships disabled in gales of wind. Lieutenant James Wooldridge, late of the Culloden, is appointed First Lieutenant of

the Venerable, of 74 guns, which ship it is supposed will be fitted for the flag-ship of Rear-Admiral Dacres, (the Courageux being leaky); the crew of the Courageux will probably be turned over to the Venerable. Sailed the Boadicea, of 44 guns, Captain Maitland, to join the Channel fleet.

6. The Terrible, of 74 guns, Lord H. Pawlett, sailed this morning to join Cornwallis's fleet. There are now only four sail of the line in Cawsand bay fitting for sea, which will be quite ready and off this week, as the weather is fine, with the wind mostly E. and E.N.E. moderate. Last night warped into the sound from Cawsand bay, to wait the morning's tide, the Courageux, of 74 guns, Rear-Admiral Dacres, and this morning she made a signal that the wind was fair, and went up the harbour into the bason of the dock-yard. She will be immediately stripped, and her hands turned over to other ships, previous to her going into dock to be repaired. Orders came down yesterday for the complement of la Franchise, of 40 guns, Hon. Captain Murray, now fitting in Hamoaze, and just ready for sea, to be made up to the war establishment from the Courageux, as she is to take Rear-Admiral Dacres and suite to Jamaica, to expedite the sailing of the 45 sail of West Indiamen and transports with troops now here; he shifts his flag from the Courageux, of 74 guns, to la Franchise, of 40 guns, this day or to-morrow, to take advantage of this fine and fair wind at E.N.E.

8. The Gibraltar and Malta convoy, under care of the Hindostan, of 54 guns, and Thisbe, of 32 guns, armed en flute, are arrived here. The two men of war are anchored in Cawsand bay, with the convoy signal to anchor flying; sixteen of the former are anchored in Catwater, and the rest in the sound. Captain Dacres, of the Culloden, of 74 guns, is to join the Venerable, of 74 guns, and it is supposed she will, when ready, sail for the West Indies, after la Franchise, of 40 guns, to receive Rear-Admiral Dacres's flag. The Rosa tender, with men for the fleet at this port, from Liverpool, so long missing and said to be lost, is safe arrived at a small port in Wales, after beating about in the Irish channel.

11. Yesterday Rear-Admiral Dacres shifted his flag from the Courageux, of 74 guns, to his barge, and then went on board la Franchise, of 40 guns, Hon. Captain Murray, in Hamoaze, and re-hoisted her flag at mizen; all is hurry and bustle on board la Franchise. Went into the Sound, from Cawsand bay, per signal, the Thisbe, of 32 guns, Captain Shepheard. Came in from Liverpool, last from Swansea, after receiving a little damage in the late gales of wind, the Rosa armed tender, of 8 guns.

12. This morning the Pegasus, of 32 guns, armed en flute, Captain Pengelly, which has been fitting in Hamoaze, went into the sound, and immediately lay to for four hours, with signal for convoy for the Downs; a few ships joined her, and she sailed directly.

13. Large contracts are advertised by Commissioner Fanshaw, to be entered into the 28th instant, for a number of strong launches and cutters to be forthwith built, for the service of this port and its vicinity in case of invasion. Came in the Minotaur, of 74 guns, Captain Mansfield, from the fleet off Brest, which she left all well, and on their station, last Friday. Went up the harbour, to refit, the Falcon, of 18 guns, from Newfoundland. Yesterday at noon the Thisbe, of 32 guns, Captain Shepheard (the wind being fine and fair at E.N.E., and apparently steady in that quarter,) made the signal for the Mediterranean convoy to unmoor: those in the sound were soon under weigh, and the ships in Catwater went all out from thence, and, with the rest of the fleet, put under care of the Hindostan, of 54 guns, and Thisbe, of 32 guns, were a-breast of Penlee Point at a quarter before six o clock, and no doubt will clear Scilly to-day, as the wind is still fair. This morning Rear-Admiral Dacres, on board la Franchise, of 40 guns, Hon. Captain Murray, made the signal of warping down into the sound, to take the advantage of the present fair state of wind and weather. Sailed the San Josef, of 112 guns, Rear Admiral Cotton, to join the Channel fleet. She carries out 20 bullocks for the use of the fleet. Her sick men are all recovered, that were knocked up by hard duty and fatigue in the late gales of wind.

14. Came into the sound from the eastward, 20 sail of ships to join the West India convoy now here. This morning la Franchise, of 40 guns, Rear-Admiral Dacres, warped from the lower moorings into the sound, having taken in her powder, &c. and had her complement made up from the Courageux, of 74 guns. Two hundred of the Courageux's men were turned over to the Terrible, of 74 guns, Captain Lord H. Pawlett, and the men sent from the Venerable, of 74 guns, were returned to her last Saturday from the Terrible. Last evening a frigate of the largest class lay to off the sound, under her three topsails for one hour, and then made sail to the eastward; it is supposed from this circumstance she is arrived with dispatches. There has been a great desertion of seamen from the outward-bound West India fleet since their arrival here. At the request of the Captains, E. Lockyer, Esq. the Mayor, granted a number of search-warrants to the constables, who picked up the greater part, concealed in the purlieus of Castle Rag, supposed for the purpose of crimping there after the fleet was sailed Rear-Admiral Dacres has now the signal for sailing flying, 3 P.M., and it is supposed he will be off with the morning's tide, as the wind is as fair as it can blow. On finding the want of hands on board the West Indiamen, he kindly sent 40 stout boys, to work the ships to Jamaica, to be returned to la Franchise, and other men of war, on their arrival.

15. This morning before day break la Franchise, of 40 guns, Rear-Admiral Dacres, Hon. Captain Murray, fired a gun as a signal for the West India convoy, to get under weigh; as soon as it was light the signal for the convoy's sailing was flying, when topsails loose, she was soon broke adrift, and the whole convoy in sailing order. About 10 A.M. they were clear off Foulette Point; and the wind had shifted a few points to the Northward of East, it was still fair, and it is hoped will hold, till the fleet gets into the trade winds.—Passed by a fleet to the westward, supposed to be East Indiamen, under convoy of the Isis, of 50 guns, four P.M. Wind N.N.W.

16. Came in the Pegasus, of 28 guns, having carried away her main-topsail-yard; she is now in the sound getting up a new one, and bending a new main-top sail.—Sailed to join the Channel fleet the Impetueux, of 84 guns; Northumberland, of 74 guns; and Spencer, of 74 guns. The only ship now in Cawsand bay is the Minotaur, of 74 guns; she will be off the beginning of the week. Orders are come down for the Urania, of 40 guns, Hon. Captain Herbert, and la Bacchante, of 22 guns, Captain Dashwood, when ready for sea in Hamoaze, to sail for Spithead; from which circumstance it is supposed they are destined to carry dispatches to some foreign station. Went up harbour from Barney Pool, the Andromache, of 36 guns, Captain Lawrie, to refit. Sailed the Seaflower, of 18 guns, Lieutenant Owen, to Falmouth, to take convoy to the westward.

18. Went down from Hamoaze, being perfectly refitted from her late damages, the Aigle, of 44 guns, Captain Wolfe, with three ships which have joined the gallant Cornwallis from Cawsand bay; he has now 25 sail of the line besides frigates; 10 sail under Sir R. Calder, Bart. off Ireland; and six sail under Sir E. Pellew, Bart. off Ferrol—Went down the Sound the Bacchante, of 22 guns, Captain Dashwood, being quite ready for sea; she has orders to proceed off Falmouth, and wait for the Lisbon convoy, and that for Oporto, which she takes in charge to their respective ports. The Urania, of 44 guns, Hon. Captain Herbert, also went into Barney Pool, there to wait for further orders. Sailed the Aurora, of 36 guns, on a cruise, but in the afternoon she was recalled by signal for orders. Came in from Woolwich, with stores, the Abundance of 18 guns. Came in from the eastward, the Apollo, of 36 guns, with a convoy; she went directly up the harbour to refit.

20. It is with sincere concern we have to announce the total loss of his Majesty's frigate Hussar, of 38 guns, Captain P. Wilkinson, a few days since, on some rocks near the Saint's Rocks, off Ushant; the account states that Captain W., Officers, and ship's company, are providentially saved.

22. Last night sailed the Pickle schooner, with dispatches received from the Admiralty for the Hon. Admiral Cornwallis.—Letters received from the in-shore

squadron, dated the 14th inst. states, that the Culloden, of 74 guns, Rear-Admiral Collingwood, Captain Dacres, is relieved in the command of that squadron by Rear-Admiral Sir T. Graves, in the Foudroyant, of 84 guns. The fleet is divided into three squadrons, one for the purpose of blockading, an off-shore squadron, and a cruising squadron, to intercept supplies. The Plantagenet, of 74 guns, when ready, it is said, is to convoy the four East Indiamen now here as far as St. Helen's. The Diamond, of 36 guns, saw them safe yesterday off this port, and then stood away to the westward. Sailed on a cruize, being refitted, la Loire, of 40 guns, Captain Maitland; Urania, of 40 guns, Hon. Captain Herbert; and Aigle of 40 guns, Captain Wood. Came in from the westward, a large tender full of seamen and landmen for the fleet; she went up the harbour to discharge them on board la Resolue slop ship, Lieutenant Nicholas, in Hamoaze.

PORTSMOUTH REPORT,

FROM JANUARY 25 TO FEBRUARY 22, 1804.

Jan. 25. Last night arrived his Majesty's ship Cumberland, of 74 guns, Captain Searle, and Chichester of 44 guns, Capt. Spears, from the West Indies, after a passage of nine weeks: forty-eight sail of merchant ships sailed under their convoy, all of which separated in a dreadful gale of wind, and only one of them is arrived; the ship's company have been very sickly; twenty six of them died on their passage. His Majesty's ship, Creole, Captain Osbaldiston, which sailed with the above, foundered on her passage homeward; the Captain, Officers and all the ship's company are saved. Upwards of four thousand dollars are brought home in the Cumberland, from Jamaica. St. Domingo is given up to the Brigands. Three frigates and eleven merchant ships are taken by Sir John Duckworth.

27 Arrived the Cerberus frigate, Captain Selby, from Guernsey. She captured a French gun-boat yesterday morning off Cape Barfleur, which is also arrived. She has four guns, is 107 feet long, and had 70 men on board. Arrived also the Nemesis, of 28 guns, Captain Somerville, from Torbay. Sailed the Tribune, of 44 guns, Captain Bennett, the Pluto, of 16 guns, Captain Forbes, and the Busy sloop of war, Captain Clinch, on a cruize off Cherbourg.

29. His Majesty's ships Britannia, Lord Northesk; Prince George, Captain Yorke; and Windsor Castle, Captain Bertie, are still at St. Helen's, owing to contrary winds. The outward bound West India fleet and convoy for the Mediterranean, are also detained at Spithead. His Majesty's ship Leviathan, 74 guns, Captain Bayntun, this afternoon went out of the harbour.

30. His Majesty's ship Cumberland, of 74 guns, Captain Sorrell, lately returned from the West Indies, this day came into the harbour to be paid off; her crew will be turned over to the ships fitting out here — The Prince George, 98 guns, commanded by Captain Yorke, was ordered, by express to day, to sail and join the Channel fleet, as from the violent gales of wind many of them must be disabled.— The Britannia, of 110 guns; Princess Royal, of 98 guns; Windsor Castle, of 98 guns, are also under orders to join the Channel fleet; but the weather is so very bad they cannot get to sea.

31. Yesterday afternoon his Majesty's ship Hydra, of 36 guns, Captain Mundy and Tribune, of 36 guns, Captain Bennett, discovered a number of gun boats close in with the land, going from St Maloes to Boulogne and we have the pleasure to state, four of them are captured, three of which are arrived here under the charge of Lieutenant M'Kenzie of the Hydra; they are of the largest class, perfectly new, and fitted in the best manner; each boat had fifty men on board, sailors and soldiers.

Feb 1. Arrived the Hydra frigate from a cruise, with a number of French prisoners on board, lately taken in several French gun-boats. Sailed the Busy brig of war on a cruise, and the Traveller, Hall, for Fecamp, lately detained by the Pluto sloop of war.—Came into harbour a large French lugger gun-boat, prize to the Hydra frigate.

The Braak man of war, of 50 guns, Captain Clark, sailed from Smyrna on the 20th of November, with the following ships under convoy, bound to England:—Queen Charlotte, Diana, Queen, Ives, Starling, Enterprize, and Catherine.

2. His Majesty's ship Montague, of 74 guns, Captain Otway, this morning went out of the harbour to Spithead A number of flat-bottomed boats were employed this day in removing French prisoners from Spithead to the prison ships in the harbour; many of the officers are gone on their parole. The gun-boats which arrived here on Tuesday, are expected to be surveyed and valued immediately, for the purpose of being employed in his Majesty's service. Arrived the Revolutionnaire frigate, and Eliza transport, from Jamaica; the Crown, Coffrey, from the West Indies, parted from the Courageux man of war about six days since. Also arrived la Bonne Citoyenne frigate, from the eastward. Went out of harbour the Montague man of war. The Speedy brig of war is appointed convoy for the Downs—General Rochambeau and six other generals, with a number of staff officers, are arrived in the Revolutionnaire.

The French prisoners captured in the gun-boats were landed yesterday at Porchester Castle. Several of the renowned 32d demi-brigade (Buonaparté's favourite regiment), are among them.—The men execrate the First Consul, who had led them to believe that they had only to land in order to get possession of London.

3. Sailed the Speedy sloop of war, Captain Pigot, with a convoy for the Downs; and from St. Helena, the Tribune frigate, Captain Bennett; and the Ariadne, of 20 guns, Captain Elphinstone, on a cruize off Cherbourg. Came into harbour the Alonzo, Captain Impey.—Sailed the Diligence store-ship, lately returned from Halifax for the river. General Rochambeau, and the officers who came home in the Revolutionnaire, were landed at Gosport this morning, under the care of Captain Thesigar, agent for prisoners.

5. Arrived the Petterel sloop of war from a cruise.—Came into harbour the Conflict gun-vessel.—This morning his Majesty's ships Hindostan, Captain le Gros, and Thisbe, Captain Shepherd with the convoy for the Mediterranean; the Hound, Captain Maxwell, with the outward-bound West India fleet, made the signal, and got under weigh: but the wind coming round to the westward, they were obliged to anchor again—His Majesty's ships Britannia, 110 guns; Windsor Castle, 98 guns; Prince George, 98 guns; and Princess Royal, of 98 guns, notwithstanding the wind's being contrary, sailed this day to join the Channel fleet—This afternoon arrived the Orpheus of 32 guns, from a cruise.

6. This day sailed his Majesty's ships Fisgard, of 40 guns, Captain Lord M. Kerr; and Hound, of 18 guns, Captain Maxwell, with a convoy for the West Indies. Also sailed the Hindostan, Captain le Gros; and Thisbe, Captain Shepherd, with a large fleet for the Mediterranean. His Majesty's ships Montague, of 74 guns, Captain Otway; Leviathan, of 74 guns, Captain Bayntun; and Isis, of 50 guns, Captain Lobb, this day went to St Helen's, and are to remain there as guard ships, in the room of those which sailed yesterday to join the Channel fleet.—Arrived at St. Helen's the Peterell sloop of war, Captain Lamboon.—Arrived the Orpheus, of 36 guns, Captain Hill, from a cruise.—Sailed with the West India convoy, the Cambrian extra ship, for Bombay.

8. Arrived the Merlin, of 16 guns, Captain Brenton; and Magæra, of 16 guns, Captain Duff, from a cruise off Havre; and the Cyclops, armed *en flute*, Captain Fyffe, with a convoy from the downs. Sailed the Bonetta sloop of war, Captain Sarge, on a cruise.

12. This afternoon sailed his Majesty's ship Isis, of 50 guns, Captain Lobb, with the outward-bound East India fleet, with a fine breeze at N E. Arrived the Busy sloop of war, Captain Clinch, from a cruise; and the Minerva cutter, Lieutenant Talbot, from Guernsey.—Came into harbour the Conflict gun-

vessel, Lieutenant Chambers.—The 2d battalion of the 66th regiment will embark to-morrow, on board the London and Indefatigable transports, for Ireland.

13. His Majesty's ship Isis, of 50 guns, Captain Lobb, which sailed yesterday afternoon with the outward-bound East India fleet, came to anchor last night at St. Helen's, and sailed again from thence this morning. Sailed the Orpheus frigate, Captain Hill, for Lisbon; and the Mercury floating battery, Hon. Captain Bouverie, for Guernsey. The Isis will return in time to receive the flag of Vice-Admiral Gambier, to proceed to Newfoundland for the season. Arrived the Brilliant, of 32 guns, Captain Vesey, with a large convoy for the Downs; and the Alonzo, of 16 guns, Captain Impey, from Chichester Park.—Came into harbour the Princess Augusta cutter. Arrived the David Scott and Thames, outward-bound East Indiamen, from the river, too late for convoy.

14. Arrived the Speedwell, sloop of war, with the Albion and Indefatigable transports, and several outward-bound vessels from the Downs. Sailed the Cerberus frigate on a cruise, and the Orpheus frigate, for Lisbon.

15. Sailed the brilliant frigate, with a convoy for Guernsey; and the abundance storeship for the West Indies; she has an immense quantity of warlike stores on board for the different garrisons in that quarter. The Cyclops frigate has made signal for convoy to Ireland; she will take under her protection three transports, having on board 900 troops of the 66th regiment, being chiefly composed of men from the Royal Army of Reserve, attached to it.

16. The Fame, East Indiaman, which was said to have been lost at the back of the Isle of Wight, we have great pleasure in announcing, is arrived this day at the Mother Bank, where she remains with three other outward-bound India ships, and are expected to sail in a few days under the convoy of his Majesty's ship Leviathan, of 74 guns, Commodore Baynton. The Diamond, Captain Elphinstone, has received orders to join the Channel fleet.

17. This morning sailed his Majesty's ship Nemesis, of 32 guns, Captain Somerville, with a convoy for Guernsey, and from thence to Ireland with troops. His Majesty's ship Revolutionaire, of 40 guns, Captain Lock, lately returned from the West Indies, this day came into the harbour to be paid off. A fishing-boat belonging to this port, this morning run on board one of the victualling hoys, and was sunk, and unfortunately the master of her was drowned.

18. The East Indiamen appear to be getting ready for sea, and will sail to-morrow, under convoy of the Diamond frigate, for Plymouth. The second battalion of the 66th regiment, and about 500 men of the Army of Reserve, have embarked from hence this week on board of transports, which have sailed for Ireland.

20. This day sailed four outward-bound East India ships for Plymouth to join the Cambrian, which will proceed immediately on their arrival, under convoy of the Isis This day sailed his Majesty's ship Diamond, Captain Elphinstone, to join the Channel fleet; and the Merlin, Captain Brinton, on a cruise off the coast of France.

21. Sailed the Diamond frigate, with the Ajax transport, under convoy for Plymouth.

22. This morning arrived the Melpomene, Grant; Princess Royal, Nele; Colesworth, Ceres, and Betsey transports, under the direction of Captain Watson, of the Royal Navy, in twelve days, from Cork, convoyed by the Argus sloop of war, Hon. Captain King. Arrived the Pegasus armed *en flute*, Captain Pengelly, from Plymouth. The Argus is ordered to Plymouth to be refitted. The men of war lying at St. Helen's were ordered this morning to lie at anchor with springs on their cabels.

Promotions and Appointments.

Captain Whitby, to la Desirée, *vice* Ross, who is appointed to la Pique, in the room of Captain Cumberland, indisposed.

Lieutenant M'Donald, (son of the Lord Chief Baron,) to the Port Mahon, *vice* Neville, deceased.

Mr. J. Sullivan, Purser, to the Ambuscade.

Mr. G. Godfrey, Purser, to the Orpheus.

Mr. Vance, who came home Surgeon of the Revolutionaire, is appointed Surgeon of the Naval Hospital at Barbadoes.

Captain Gosselin is appointed to the Ville de Paris.

Captain Hunt, late of the Hornet, is promoted to the rank of Post Captain.

Captain W. Hope, to the Atlas.

Captain G. Reynolds, to the Culloden.

Captain B. Dacres, to the Venerable.

Captain P. Puget, to the Foudroyant, *vice* Spicer.

Captain H. Digby, to the Leda, *vice* Honeyman.

Captain R. King, to the Veteran.

Lieutenant Baker, to the Shark sloop, *vice* Herring, deceased.

Lieutenant I. O. Lucas, to superintend the signals on the coast of Sussex.

Lieutenant Burgess, to the Pigmy cutter, *vice* M. White, who resigned in consequence of ill health.

Mr. Sayes, to be Surgeon of the Sultan.

Mr. Steward, to be Surgeon of the Gladiator.

The following promotions have taken place in the Royal Marines:—Captain-Lieutenant d'Esterre, to command a Company, *vice* Rowe, retired; Lieutenant Ridly, to be Captain-Lieutenant; and Second Lieutenant Herriot, to be a First Lieutenant.

BIRTH.

On the 20th February, at Lindertis, the Lady of Captain Ogilvy, of the Royal Navy, of a son.

MARRIAGES.

Lieutenant Drury, of the Royal Navy, to Miss Smyth, neice of Sir William Smyth, of Hill-Hall, Essex, Bart.

On the 18th February, at Lower Tooting, Surry, Richard Curry, Esq. Captain in the Royal Navy, to Miss Elizabeth Blachford, youngest daughter of Daniel Blachford, Esq of the same place.

The same day, Lieutenant F. M. Maurice, of the Royal Navy, to Miss Dale, daughter of ——— Dale, Esq. of Chelsea.

OBITUARY.

Lately, off the Navassa, Mr. J. Mudge, Captain of the Queen Charlotte packet, and formerly Master of his Majesty's late ship Queen Charlotte.

On the 28th January, at Fareham, Captain John O'Brien, of the Royal Navy, and brother to Captain E. O'Brien, commanding the Sea Fencibles in the Portsmouth district.

Lately, at Jamaica, Captain Herring, of the Shark sloop of war.

On the 13th February died suddenly, at Kingston, at the advanced age of 109 years, George Gregory, supposed to be the last of the crew of the Centurion, which ship circumnavigated the world with Lord Anson; and what is more remarkable, he never had a day's illness since he went to sea, which was in the year 1714, when he was impressed in the Downs out of the Mary brig, belonging to North Shields.

THE

Marine List

OF

SHIPS LOST, DESTROYED, CAPTURED, AND RECAPTURED, &c.

FROM JANUARY 3 TO 20, 1804.

THE Polly, Carpenter, from Newfoundland to Poole, is loſt on Portland Beach. A little of the cargo ſaved.

The Veſſers Hope, Flemming, from Liverpool to Whitehaven, is loſt near that harbour. Crew ſaved.

The Mancheſter, Page, from Liverpool, was blown out of Madeira 18th Nov. and captured on the 21ſt by a French cruiſer.

The Alice Bridger, ———, from New York to Antigua, is loſt at Antigua.

Berwick, 27th December, 1803.—The Ariel, that came into our bay without any perſon on board, got upon the rocks about three miles north of the town, and has gone entirely to pieces. She belonged to Scarborough, and was loaded with ſtaves and ſeeds.

The Mary, Chandler, from Briſtol to Charleſton, was totally loſt 27th December, near Glendore, to the weſtward of Cork. Crew and Paſſengers ſaved.

The Copelin, Callaghan, from Newport, with coals, was ſtranded near Cork 20th December.

The Earl St. Vincent, Amory, from Cork to Barbadoes, has been taken, retaken, and carried into Dominica.

The John, Bonnell, from Africa, which was retaken by the Enterprize, is arrived at Dominica.

The Samaritan's Hope, Boon, from London to Trinidad, is retaken by the Oſpray ſloop, and arrived at Trinidad.

The Little George, ———, from Quebec to Briſtol, is loſt at Patrick's Hole, near Quebec.

The Grimaldi, ———, bound to Portugal, is on ſhore and full of water, at Liverpool. Part of the cargo ſaved.

The Caroline, Warbrick, from Liverpool to Africa, is loſt on the coaſt of Scotland.

The Conſtantia, Klein, from Plymouth to Embden, is totally loſt near the Weſer.

A veſſel loaded with ſpars, ſtaves, &c. (ſuppoſed from America,) is loſt near St. Ives, in Cornwall. Part of the cargo ſaved

The Bolton, Spence, from Africa, is captured by a French privateer to the windward of Barbadoes. The captain killed in the engagement.

The Tamer, ———, from Africa to the Weſt Indies, foundered near Barbadoes. The people ſaved in her prize the Brave, and arrived at Barbadoes.

The Wemberry, Evans, from Plymouth to London, took fire at Plymouth 4th January, and was ſcuttled.

The Caroline Frederica, Schawer, from Stettin to London, is loſt near Peterhead.

The Count Bernſtoff, ———, from Batavia and the Iſles of France to Copenhagen, is detained at Plymouth by the Swallow private ſhip of war.

The Flora, Lee, from New York to Amſterdam, is detained by the Phœnix frigate, and ſent into Plymouth.

The Leander, of and from Yarmouth to Dublin, and the Eagle, ———, from Ipſwich to Plymouth, have been captured by the Suwarrow privateer, retaken by the Jamaica frigate, and ſent into Plymouth.

The Mohawk, ———, from Georgetown to Amſterdam, is ſtranded near Boulogne.

The Frickheiten, Schmidt, from Stockholm to Hull, and the Confederacy, Crabtree, from Petersburg to Dublin, are wrecked in the Orkneys.

The ſloop Prince of Wales, Ruſſel, maſter, of Torbay, was run down off the Berry Head, on the 5th of January. Crew ſaved and landed at Portſmouth.

The Concordia, Pieterſen, from London to Kiel, is on ſhore near Tonningen.

The Robert and Ann, Atkinſon, from Sunderland to London, with coals, is ſunk on the Cockle ſand, Yarmouth.

The Retrieve, Chater, from Petersburg, and the Atty, Harriſon, from Memel to London, were wrecked on Leſſoe 30th Nov.

The Emmanuel, Dahl, from Portſmouth to Lubeck, is loſt near Arundahl in Norway.

The Rein Deer, ———, from Batavia to Rotterdam, is taken by the Eliza, Catteral, of Liverpool, and arrived at Cork.

The New York, Seward, from New Orleans, and Main, Hatch, from Portland in America, are on ſhore in the dock at Liverpool, and full of water.

The Neptune, Nell, from London to Whitby, is ſtranded near Bridlington. Cargo expected to be ſaved.

The Emulation, Perrott, from London, is wrecked off Flambro'.

The Adamant, ———, from Quebec to London, has been deſerted at ſea, being water logged; five of the crew taken on board an American veſſel, and arrived at the Iſle of Man.

The James and Ruith, ———, from Narva to Chepſtow, was loſt on the Chalk Ground, near Reval, 17th November.

The Magnet, ———, from Quebec to London, taken by the Brave privateer, is carried into Audierne.

The Dawſon, Middleton, from Memel to Maryport, the Ariel, Aſkell, from Petersburg to London, are totally loſt near Arundahl.

The ſhip Eagle, with ſugar and coffee, from Boſton, and the Commerce, Thompſon, from Baltimore, were ſtranded on the 2d inſtant near Goree.

The Johan, Schodt, from Batavia to Holland, is captured by the Mayflower privateer of Guernſey, and arrived at Plymouth.

The Ringmore, ———, from Newfoundland, is loſt off Viana. The crew and part of the cargo ſaved.

The Union, Wedge, from Honduras to London, has been taken by a French privateer, given up, and arrived at New Providence 4th Nov.

The Jane, Way, from Newcaſtle to Teignmouth, was taken 23d Nov. and carried into Boulogne, with two brigs belonging to Shields.

The Loftus, Bland, (a Cartel), from Demarara to Amſterdam, has been blown out of the weſtern iſlands, and wrecked on the coaſt of Portugal.

The Hope, Cuſhion, from Guernſey to Briſtol, is ſtranded near Dartmouth. Cargo expected to be ſaved.

The Margaret, Brown, from Dundee for Wiſbeach; the Hope, Todd, from Newhaven to Sunderland; the Rachel, Mento, of Sunderland; and the Active, of Sunderland, are loſt near Shields.

The Liberty, late Miller, from Bangor to Newhaven, is loſt near Penzance.

The Nra. Sra. del Carmen, Certucha, from St. Andero to Montevcido, is loſt a few miles from Montevcido.

The Stranger, Law, from Memel to Hull, has been taken by a Dutch privateer, and carried into the Texel, from whence ſhe has been cut out by the Scourge ſloop of war, and ſent into Yarmouth Roads.

The Endracht, Symons, from Bayonne to Lubeck, is detained by the Ann and Maria privateer, and arrived at Plymouth.

The Jane, Bevis, from Southampton to London, was captured on Sunday laſt off Newhaven, by a lugger privateer, which was ſhortly after taken by the Speedwell brig of war.

The Jane, Baker, from St. Thomas's to Hambro', is detained by the Decade frigate, and arrived at Portſmouth.

The Fly, Williams, from Baltimore to Oporto, is totally loſt on the coaſt of Portugal.

The Aid, Gratrick, from Leghorn and Briſtol to Dublin, is wrecked at Wicklow Head.

The Flora, Carpenter, from Newfoundland to Poole, was loſt on Portland Beach, in December laſt, and 3 people drowned.

The Fly, Aſquith, with coals, bound to Lynn, is taken by a French privateer, and carried into Fluſhing.

The Jaſon, Taylor, of Bridlington, bound to London, is wrecked near Hornſey, on the Yorkſhire coaſt. Captain drowned.

[*To be continued regularly.*]

SIR JOHN ORDE BART.

Vice Admiral of the White Squadron.

MITIS ET ORTI

Pub. by J. Gold 103, Shoe Lane, 1 April 1804.

BIOGRAPHICAL MEMOIRS OF
SIR JOHN ORDE, BART.
VICE-ADMIRAL OF THE WHITE SQUADRON.

> "Set honour in one eye, and death in the other,
> And I will look on both indifferently:
> For, let the Gods so speed me, as I love
> The name of honour more than I fear death."
>
> SHAKESPEARE.

IN a work, the peculiar province of which is to record the lives and actions of *brave* and *honourable* men, we trust that the candour of our readers will pardon us, should we sometimes be found guilty of the sin of repetition.—We have before had occasion to observe, that "man is so much the creature of circumstance, that, even in war, it is not possible that every latent energy of valour can be called forth;" and that it will not, therefore, "be deemed a derogation from the merits of the greatest Commanders, whose daring and successful exploits reflect a lustre on our annals, to say that, if many *others*, who have passed to the grave unnoticed and unknown, had been placed in *their* situations, they would have achieved deeds of equally high import."

This is not offered as an apology for the memoirs which we are about to present:—they need none; neither is it intended as an invidious allusion to any of our naval worthies, who "bear their honours thick upon them;" but, as

> "many a gem of purest ray serene
> "The dark unfathom'd caves of ocean bear;"

as

> "many a flower is born to blush unseen,
> "And waste its sweetness in the desert air;"

so also may it, without injustice, be remarked, that many a hero, whose judgment, whose feelings, whose prowess, whose merit of every description, entitles him to the most exalted fame, is compelled, from some untoward fate, to remain in humble obscurity; when, could his genius but have its way, it would burst forth to the admiring world, a "bright and particular star" of the first magnitude and glory!

The family of Orde, to a descendant of which we are now directing the attention of our readers, appears to be of great antiquity, and to have been long possessed of considerable landed estates in Northumberland and Durham, which, in the latter county, were held *in capite* under the bishop, by right of his palatinate, especially at and in the neighbourhood of Orde, near to Berwick-upon-Tweed, where, probably, the family was originally seated. Most of these estates, in both counties, still remain in the family, and part of them, *viz.* at Orde, Norham, Grindon, &c. descended to John Orde, Esq. (father of William Orde, Esq. now of Morpeth and Nunnikirk, in the county of Northumberland, and of Thomas Lord Bolton, and of Sir John Orde, Bart. Vice-Admiral of the White, &c.) as heir male of his cousin, William Orde, Esq. of Sandy-bank House, Member of Parliament for Berwick-upon-Tweed.

Sir John, the subject of the present sketch, was born in December, 1752, at Morpeth, in the county of Northumberland, and was principally educated at the grammar-school of that town.

That we may not interrupt our narrative of the professional life of Sir John, we shall here briefly observe, that, in 1781, he married Margaret Emma Stevens, daughter and sole heiress of the late Richard Stevens, Esq. of Charleston, in South Carolina, who died in 1790. In 1793, he married Jane Frere, the present Lady Orde, daughter of John Frere, Esq. of Roydon, in the county of Norfolk, by whom he has two children now living.

Sir John commenced his naval career in 1766, on board his Majesty's ship Jersey, of sixty guns, commanded by Captain William Dickson, and bearing the broad pendant of Commodore (since Admiral Sir Richard) Spry, then appointed to command on the Mediterranean station. In the Jersey he served nearly three years, at the end of which he embarked on board the Antelope, of fifty guns, then commanded by Captain George Gayton, and carrying the broad pendant of Commodore Byron, Commander in Chief on the Newfoundland station, and Governor of that island. After nearly two years' service in the Antelope, he removed, on the armament of 1770, on board the Barfleur, of ninety-eight guns, commanded by Captain, now Sir Andrew Snape Hamond, Bart. and intended for the flag of Admiral Lord Howe, nominated to the Mediterranean command. On the convention being signed with Spain relative to the right of Falkland's Islands, the Barfleur was put out of commission, and Sir John went to the Jamaica station with Admiral Sir George, afterwards Lord Rodney, in the Princess Amelia, of eighty guns, commanded by Captain Samuel Marshall. By Sir George he was made a Lieutenant in 1773, and returned to England, as third Lieutenant, in the Rainbow, of forty-four guns, Commodore Collingwood. On being paid off from the Rainbow, Sir John went over to France, for the purpose of acquiring the French language, &c. where he remained until called home at the commencement of the American war.

In 1775, Sir John, being appointed Second Lieutenant in the Roebuck, of forty-four guns, commanded by the present Sir Andrew Snape Hamond, Bart. proceeded in that ship to America, and continued with Sir Andrew until 1777, having, in 1776, become First Lieutenant by the death of Lieutenant Leake, who was killed on board the Roebuck, when going up Hudson's River, during the attack of New York and Fort Washington *. In 1777, he was removed from the Roebuck into the Eagle, of sixty-four guns, Lord Howe's flag-ship, where he was received as First Lieutenant.

---

* On passing the enemy's batteries, the ships sustained a heavy cannonade, by which nine men, exclusive of Lieutenant Leake, were killed on board the Roebuck, and eighteen wounded.

By his Lordship, who was then Commander in Chief on the American station, Sir John was soon after promoted to the rank of Master and Commander, and appointed to the Zebra sloop of war. In that ship he assisted at the reduction of Philadelphia and the forts of the Delaware. In 1778, his services were rewarded by his being made Post Captain, and appointed to the command of the Virginia frigate, of thirty-two guns, then recently taken from the Americans.

On the appearance of the French fleet off the bar of New York, the Virginia then being without masts and under repair, Sir John offered his services to Lord Howe, on board any of the line-of-battle ships about to meet the enemy: they were graciously accepted; and Sir John, with most of his Officers and crew, were ordered on board of the Raisonable, of 64 guns, Captain Fitzherbert, Sir John being furnished with a *pocket order* from Lord Howe, to take the command of that ship in the event of Captain Fitzherbert's death. In the Raisonable, Sir John accompanied his Lordship to Rhode Island, in pursuit of the French fleet, where it was his Lordship's intention to attack them, had they continued at anchor in different parts of the harbour, as they were when his Lordship first saw them. On the appearance, however, of the British fleet, the Count d'Estaing, with his whole force, immediately came out, when Lord Howe offered him battle, but without courting an engagement, the English fleet being much inferior to the French, and Lord Howe expecting to be reinforced every hour. The two fleets in line of battle, the French to windward, continued sailing almost within gun-shot of each other all the day; but, a violent gale of wind arising in the evening, they were then entirely separated, and many of them disabled, among which was the Raisonable. Thus was that truly great Officer, Lord Howe, prevented from adding another wreath (at least of that more brilliant kind, reserved exclusively, in this country, for those who distinguish themselves in fight) to the laurels which already encircled his brow.

In the autumn of 1779, Sir John had the honour to lead the small British squadron up the difficult navigation of the river Penobscot, in pursuit of the American fleet, then employed in the siege of Fort M'Lean. Here he was again deprived of an opportunity of distinguishing himself in battle, although the Virginia was for some hours within long gunshot of the Warren, a large American frigate, by the American Commodore running on shore the whole of his fleet not before captured, consisting of eighteen sail of vessels of war, with many transports, &c. and burning them before the British squadron could bring them to close action. On this occasion, however, the Hampden, of twenty guns, struck to the Virginia, after having received a few shot.

That our readers may be fully acquainted with the arduous nature of this service, which, in its progress and completion, reflects the highest honour on the British arms, we shall take the liberty of making the following brief extract from ADOLPHUS's *History of England from the Accession of George the Third, &c.*

The attention of Sir George Collier and Sir Henry Clinton was now diverted from the meditated attack on New London, by the necessity of affording succour to a British establishment in the bay of Penobscot, made by General [Colonel] Francis Maclean, with six hundred and fifty men, and three ships of war. The intent of this settlement was to check the incursions of the enemy into Nova Scotia, and obtain ship-timber for the King's yards at Halifax and in other parts of America. The executive government of Massachusset's bay, by laying an embargo on all the shipping at Boston, and offering large bounties, levied a squadron of nineteen armed ships and brigantines, carrying from thirty-two to ten guns, twenty-seven transports, and three thousand troops. Maclean was only apprized of the designs of the enemy four days before their arrival: he had not completed any part of his fortifications, but by the indefatigable industry and zealous emulation of the sea and land forces, he succeeded in keeping this formidable and disproportionate equipment at bay, during twenty-one days, perfecting in the mean time his defences, and narrassing the invaders by continual alarms and frequent enterprises. At length he received information from a deserter, that, on the ensuing day, a general attack would be made by land and sea: every preparation was made for repelling the assailants, but in the morning the garrison had the satisfaction to perceive that the invaders had deserted their works, and were shipping their artillery and evacuating the place. The welcome cause of this sudden movement was, the fleet under Sir George Collier, to which the whole American armament would have been an easy prey, but most of the vessels were burned to prevent a capture *.

The following official letter of Commodore Sir George Collier, exhibits a detailed and interesting account of the subsequent proceedings:—

SIR, *Raisonable, in Penobscot-bay, Aug.* 20, 1779.

In the letter I wrote you for their Lordships' information the 28th of last month, by the Sandwich packet, I mentioned my having received certain information that his Majesty's garrison at Penobscot was besieged by a considerable rebel armament of troops and ships from Boston, and that I proposed immediately proceeding with the squadron to their relief, flattering myself I should be able to give their Lordships a good account of the enemy's fleet; these hopes have not proved illusive; for we have taken, blown up, and destroyed them all, not a single vessel of any kind having escaped.

I sailed from Sandy-hook on the 3d instant, with his Majesty's ships Raisonable, Greyhound, Blonde, Virginia, Camilla, Galatea, and Otter sloop; nothing very particular happened in the passage, except the taking of two privateers by the Greyhound and Galatea. The constant thick fogs separated the squadron, but they all rejoined me in a few hours after I arrived off the island Monhagen, the place of rendezvous, except the Otter sloop, whom I have never heard of since. We lost no time in immediately proceeding up Penobscot bay; and the next morning, August 14, about 11 o'clock, the rebel fleet presented themselves to our view, drawn up in a crescent across the river, and seemed inclined to dispute the passage; their resolution, however, soon failed them, and an unexpected and ignominious flight took place. The Blonde, Virginia, and Galatea, were at this time advanced about three miles a-head; nevertheless, without waiting to form the squadron, I made the signals for battle and for a general chase. The King's ships followed them with all the eagerness which a desire of destroying their enemies could inspire. Two of the enemy's fleet, viz. the Hunter and Defence, made an unsuccessful attempt to get off by the west passage of Long Island, but failing in that, the Hunter ran ashore with every sail standing, and the Defence hid herself in a small inlet, where she anchored, both intending to push out to sea as soon as it was dark. I sent Lieutenant Mackey, of the Raisonable, and 50 men, to board the Hunter, which he succeeded in without loss, though many popping shots were fired at him by the rebel crew from the woods. She is a fine ship, mounting 18 guns, and supposed the swiftest sailer in America.

---

* *Vide* Vol. III. of ADOLPHUS's *History of England*, p. 189.

I directed Captain Collins of the Camilla to proceed into the inlet, and take or destroy the Defence; that measure, however, was not carried into effect, by her blowing herself up at midnight. She was a new brig, carrying 16 six-pounders.

The King's ships continued their pursuit of the rebel fleet up the river Penobscot, and considerable hazard attended this part of the chase, from the extreme narrowness of the river, from the shoals, and from the flaming ships on each side. The Hampden, of 20 guns, finding herself so closely beset, as not to be able to run ashore, surrendered. All the rest of the rebel fleet (amongst which is a beautiful frigate, called the Warren, of 32 guns, 18 and 12 pounders) together with twenty-four sail of transports, were all blown up and destroyed.

His Majesty's sloops the Nautilus, Albany, and North, which had been left for the protection of the garrison, soon got themselves in condition, and also joined in the chase.

General Lovell, who commanded the rebel army, and Commodore Saltonstall the fleet, had fixed on this day to have made a general assault on the fort and ships, which our appearance happily prevented.

The remainder of their army and sailors are now exploring their way through thick woods and desert wastes, where probably many of them will perish with hunger.

Since their defeat they have quarrelled amongst themselves, and fought, by which between 50 and 60 men are slain.

We have taken a great many cannon, though I cannot ascertain the number; there are amongst them some of 18 and 12 pounders, which will be very useful to the garrison; several of the ships' guns will also be recovered.

It is incumbent on me to express to their Lordships my particular approbation of the behaviour of the Captains and Officers of the squadron, who shewed the most spirited exertions in the attack and destruction of the enemy's fleet.

I enclose a return of the killed and wounded on board the three sloops of war during the siege, as also a list of the rebel fleet.

I have the honour of sending their Lordships these dispatches by Captain Dickson of the Greyhound, an Officer of merit, and who has had a principal part in contributing to our successes.

I propose staying but a few days here, to make some necessary arrangements, and then return to New York.

I am, Sir,
Your most obedient and humble Servant,
Philip Stevens, Esq. GEO. COLLIER.

* * *

A Return of the killed, wounded, and missing, of the Crews of his Majesty's Sloops North, Albany, and Nautilus, during the Siege by the Rebels of his Majesty's Garrison of PENOBSCOT.

Albany—1 killed, 4 wounded, 1 missing.
North—2 killed, 2 wounded.
Nautilus—1 killed, 3 wounded, 1 missing.

GEO. COLLIER.

* * *

A List of the Rebel Fleet, under the Command of Commodore D. SALTONSTALL, *destroyed at* PENOBSCOT.

Warren, 32 guns, (18 and 12 pounders,) blown up.
Monmouth, 24 guns, ditto.
Vengeance, 24 guns, ditto
Putnam, 22 guns, ditto.
Sally, 22 guns, ditto.
Hampden, 20 guns, taken.
Hector, 20 guns, blown up.
Hunter, 18 guns, taken.
Black Prince, 18 guns, blown up.
Sky Rocket, 16 guns, ditto.

Brigs.

Active, 16 guns, blown up.
Defence, 16 guns, ditto.
Hazard, 16 guns, ditto.
Diligence, 14 guns, ditto.
Tyrannicide, 14 guns, ditto.
Providence sloop, 14 guns, ditto.
Armed schooner Spring Bird, 12 guns, burnt.
Nancy, 16 guns, bound on a cruize, but captured by the Greyhound, on our passage to Penobscot.

Rover, 10 guns, bound also on a cruize, but captured by the Galatea on our passage to Penobscot.

Together with twenty-four sail of ships and vessels as transports all burnt. Some provision-vessels taken.

GEO. COLLIER.

We should have observed, that while Sir John Orde was serving as Lieutenant in the Roebuck, then employed in Virginia, conducting Lord Darnou, the Governor of the Province, with the shipping and troops compelled to leave Norfolk, to Gwynn's Island in the Chesapeak, he was ordered by his Captain, the present Sir Andrew Snape Hamond, to embark on board a sloop tender (commanded by a gallant young man named Whitworth, brother to the present Lord Whitworth), and to precede the fleet to their intended anchorage, with a flag of truce, and a proposition to the American Officer commanding in that quarter, for a cessation of hostilities on both sides, while the British fleet should procure water and refreshments. Sir John was at the same time requested, by Lord Darnou, to take charge of some Proclamations, addressed to the American people, inviting them to join the British standard. With this request Sir John, perhaps incautiously, complied. When the sloop arrived within about a mile of the shore, he anchored her; and, in a small boat rowed by two unarmed men, with a white flag flying in her bow, a drummer beating a parley, and himself steering, he moved towards the shore, where he perceived a post of the Americans. When within about fifty yards of the beach, a shot was fired from a rifle, the ball of which entered on one side of the boat, and, passing between the drummer and Sir John, lodged in the other side. In consequence of this, Sir John ordered his men to lie upon their oars; but, perceiving the Americans beckon them to advance, the boat was pulled to the shore. On landing, Sir John complained to the Officer commanding the post, who was a *back-woodsman*, of having been fired upon. The American, in reply, coolly told him, that, *if he had not made a worse shot than* *he was accustomed to do, he* (Sir John) *would not have been there to tell his story.* Sir John pointed out to the Officer his defenceless situation, and his flag of truce; endeavoured to explain the rights belonging to both, and to make him fully sensible of his intention strongly to represent his conduct to the British Commander on his return to the fleet. Apparently irritated by this remonstrance, the American immediately ordered his men, in the name, as he said, of the Thirteen United Colonies, to seize as prisoners Sir John and his three men, and to march them into the country. On the march, Sir John was offered horses and other accommodations by several gentlemen who met the troops, and who appeared greatly to disapprove their Officer's conduct. On arriving at the quarters of Colonel Dangerfield, about ten miles from the shore, Sir John complained to him of his treatment, and stated the propositions which he had been charged to make. Col. D. apologized, as well as he could, for the conduct of his subaltern, observing, that he had never before been employed but against the Indians, with whom every stratagem and violence were practised. He declined complying with the British proposals, but assured Sir John that he should be safely escorted to his boat, and allowed to return. During the whole of this time, Sir John had the printed proclamations, given him by Lord Darnou, secreted under his waistcoat, the discovery of which must have proved fatal to him. On his return to the shore, it being then nearly dark, he contrived, by requesting to step aside, to deposit this dangerous charge in the body of a bush. He was destined, however, before recovering his ship, to experience other trials; for, on proceeding a short distance farther, the party was met by messengers, apprising them of the British fleet having anchored off Gwynn's Island, and of its having fired upon and killed some Americans. On this, Sir John was again threatened with detention; but, on expostulation, they allowed him to proceed to the shore, where, however, his boat was not to be found.

In this melancholy situation, dreading the break of day, when, probably, the British troops might attempt to land, Sir John was walking backwards and forwards on the beach, the tired soldiers sleeping around, when a man passing him at some little distance said,—"*Sir! the Americans have carried off your boat, and mean to keep you prisoner*;" adding, "*don't come nearer to me, I will soon cross you again and say more.*"—On turning, he crossed accordingly, and said,—"*My name is Patten; I am an American, but a friend to the English: desire the Officer to let you have any other boat that can be found, and, if he complies, follow where I shall lead, and you will find one.*"—Sir John on this applied to the Officer, who, not thinking a boat could be found, told him he should have one, could it be met with. Sir John proposed to look about among the bushes near the beach, in doing which he followed at a distance his friend Patten, who, as he had promised, led him until he actually stumbled on a small two-oared boat, hidden in the bushes. This Sir John's men easily launched; and, though no oars were to be found, they paddled her on board the Roebuck, with their hats and caps, where they were gladly received by their much respected Commander, and by the worthy Lord Darnou, who had been most anxious for their safe return.

In 1780, Sir John Orde assisted, in the Virginia, at the taking of Charlestown, where, after passing Sullivan's Island, he served on shore in the command of a battalion of seamen, and was favourably noticed by Admiral Arbuthnot, then Commander in Chief in America, in his official dispatches on that occasion.

At the close of the campaign of 1780, he was sent by Admiral Arbuthnot with dispatches to England; and, soon after his arrival, was appointed to command the Chatham, of fifty guns, in which ship he was shortly after sent back to America, at the particular request of the Admiral commanding on that station.

In 1781, Admiral Arbuthnot being recalled, Sir John conveyed him to England in the Roebuck, into which ship he had removed from the Chatham for that purpose. On his arrival at Spithead, Sir John was ordered to join the fleet under Admiral Sir Hyde Parker, in the North Sea, where he continued with Commodore Keith Stewart, who succeeded Admiral Parker in the command on that station, until 1782, when he was put under the orders of Commodore, now Admiral Elliott, and by him employed as senior Officer of a small squadron on the coast of France.

In January, 1783, Sir John was appointed to the Roebuck, one of the ships of Commodore Sir John Jervis's (now Lord St. Vincent) squadron, then about to sail on a secret service of much expectation.

In February, the preliminaries of peace having been signed, Sir John was honoured with the appointment of Governor of Dominica, and Receiver of the Monies arising from the sale of lands in the ceded islands. In December of that year, he was sent to take possession of his government, in the Adamant, of fifty guns; and, on his arrival at Dominica, in January, 1784, he received it from the French Officer then in command.

Soon after his having assumed the government, Sir John was called upon to act with vigour against the large bodies of armed run-away negroes who inhabited the woods and fastnesses of that mountainous island, and who about that time threatened with destruction the lives and properties of the inhabitants. This Sir John so completely effected, by a most judicious use of the means furnished him by the Colonial Assembly, on a plan entirely of his own, that, in a short time, the value of lands rose nearly 50 *per cent* *.

---

* The following *Unanimous Vote of Thanks*, from the Council and Assembly of Dominica, was presented to Sir John on this occasion :—

This Board and House taking into consideration the readiness with which your Excellency was pleased to engage in the service of the Colony, under the Act for the suppression of the Runaways, the zeal and ability with which the forces raised by that Act have been put into action, and the unremitting attention your Excellency has shewn in the whole progress of this business, cannot

In 1789, Sir John obtained his Majesty's leave to return to England, for the purpose of making some arrangements relative to his own private affairs. In 1790 he was created a Baronet; and, at the latter end of the same year, he returned to his government in the West Indies.

In 1791, in consequence of French intrigues, and the propogation of French principles in Dominica, an alarming insurrection of the slaves took place in one quarter of that island, in which some lives were lost. By the prompt and able measures of the Governor, however, the insurrection was happily quelled, and the leaders delivered over to condign punishment *.

---

permit the Colony to derive those advantages without testifying our grateful thanks to your Excellency as the author of them.

Imputing to these services the present security of our properties, and the tranquillity of the public,

We beg to offer to your Excellency this acknowledgment of our obligations; and, in presenting a pledge of our gratitude, we venture to hope your Excellency will meet the just reward of his Majesty's most gracious approbation.

(Signed) A. STEWART,
President of the Council.
THO. BEECH,
Speaker of the Assembly.

Council Chamber, House of Assembly,
Aug. 18, 1786.

To his Excellency Governor Orde, &c.

* The following is a copy of the Address of Thanks to Governor Orde, from almost the whole of the principal Planters, Merchants, and others, of Dominica:—

To his Excellency, Sir John Orde, Bart.
Captain General and Governor in Chief
of the Island of Dominica, &c. &c. &c.

Dominica, April, 1791.

SIR,

We, the Planters and other Inhabitants of this Island, impressed with the highest sense of gratitude for the measures so prudently formed, and promptly executed by your Excellency, for the suppression of the late alarming and dangerous revolt of the Slaves, cannot omit seizing the earliest opportunity of returning your Excellency our most sincere and unfeigned thanks for the same.

In contemplating evils of such magnitude as those which so recently impended over this Colony, we cannot enjoy our present state of tranquillity and apparent public safety, without offering to your Excellency this tribute of our grateful thanks, for removing those dangers from us.

2

In 1792, Sir John again returned to England, in consequence of the special call of his Majesty's Ministers, who

---

We at the same time intreat your Excellency to have the goodness of allowing us to convey, through your Excellency, our obligations, in the most acceptable manner, to Lieutenant Colonel Myers, and the Garrison under his command, for the readiness and zeal with which they co-operated in rendering us such essential services.

(Here follow two hundred and twenty-nine Signatures.)

The subjoined letter, from London, was also forwarded to Sir John Orde, on the occasion:—

SIR, (Copy) *London, 6th May*, 1791.

It is with very particular pleasure we have observed the happy termination of the insurrection of the negroes in the island of Dominica, and that we have seen, in consequence of it, the Address which has been presented to your Excellency by the Gentlemen residing in your government, offering their acknowledgments for the judicious and effectual measures which were taken on your part, and which produced the accomplishment of the object so speedily, and with so little bloodshed and inconvenience. We should be exceedingly sorry to be found backward in joining our thanks to your Excellency, to those of the Gentlemen in the Island, for your exertions in favour of the Colony in this instance; and we earnestly hope, that on every occasion in which the interests of the Island of Dominica are so essentially concerned, you will always meet with equal success.

Allow us to convey, through your Excellency, in the most acceptable manner, our sense of our particular obligations to Lieutenant-Colonel Myers and the Garrison under his command, for the readiness and zeal with which they cooperated in rendering us such essential service.

Permit us likewise to wish your Excellency a continuance of good health, and every comfort in your Government.

We are, with rsepect,
Your Excellency's most obedient
and most humble Servants.

(Signed) RICHARD NEAVE.
SIMON FRASER.
JOHN TOWNSON.
WILLIAM MANNING.
RAWSON AISLABIE, for
JAMES NEAVE.
RAWSON AISLABIE.
ALEX. WILLOCK.
JOHN LANE, for Self and
THOMAS FRASER.
ROWLAND HUNT.
THOMAS OLIVER.
GEORGE ROSE.

His Excellency Sir John Orde, Bart.

wished to consult him personally on the affairs of the colony.

In 1793, having attended the investigation, before the King in Council, of some complaints which had been brought against him, by a majority of the Members of the Assembly of Dominica, and defended himself against them so fully, that they were dismissed in a manner perfectly satisfactory to his feelings †, Sir John solicited, and obtained, his Majesty's permission to resign his government, and to resume the active duties of his profession.

Sir John, indeed, had accepted the government of Dominica, with the view of holding it only during the time of peace ; and, in consequence of the above-mentioned application, he was immediately appointed to command the

---

† On this occasion, Sir John received the following official letter from Mr. Henry Dundas :—

SIR, *Whitehall, 11th June, 1793.*

I have great satisfaction in transmitting to you, personally, a copy of the Report, made to his Majesty by the Committe of Council, and approved by his Majesty, upon the charges which have been brought against you in your capacity of Governor of the island of Dominica. I concur with you in lamenting the length to which the proceedings upon those charges have run, notwithstanding your readiness to wave all *formal* objections, and to concur in whatever might lead to a decision on the merits of the case; but the Committee of his Majesty's Privy Council, equally attentive to your credit, and to the claims of your accusers, found it necessary to proceed in the manner they have done, although it might protract, for a time, their final decision : besides, your presence in England seemed highly necessary, not only for the more complete investigation of the charges in question, but in order that his Majesty's servants might have an opportunity to communicate with you upon the general state of the island, and particularly upon so extraordinary a circumstance as a suspension, on the part of the Assembly, of its most necessary functions. The result of the inquiry of the Committee of his Majesty's Privy Council into the charges exhibited against you by your accusers, is highly creditable to you; and the more so, from the full and minute considerations which those charges, and their general imputations against you, underwent.

In consequence of your earnest wishes, at this moment of hostilities with France, to be enabled to offer yourself for active employment in the line of your profession, I am to signify to you, that you have his Majesty's gracious permission so to do.

I am, Sir,

Your most obedient, humble Servant,

Sir John Orde, Bart. HENRY DUNDAS.

Victorious, and soon afterwards the Venerable, of seventy-four guns, in which last ship he joined Lord Howe, who then commanded the Channel fleet.

In 1794, Sir John was ordered, with six ships of the line, to proceed to a certain latitude, and there, as senior Officer, to open sealed orders; but this service was countermanded before an opportunity offered for leaving Torbay.

About the latter end of the same year, Sir John was again directed to take the command of four sail of the line, and two frigates, and to proceed with a body of troops in transports on a secret service; but these orders were also countermanded before the fleet was ready to sail.

In 1795, Sir John was appointed to command the Prince George, of ninety-eight guns; and, on the first of June, in that year, he was promoted to the rank of Rear-Admiral of the White. In the beginning of 1797, he was ordered to hoist his flag on board of the Cambridge, of eighty guns, and to take the command at Plymouth, during the absence of Admiral Sir Richard King. On this service he continued until the close of the disgraceful mutiny, in the month of May in that year; and, on his return to town, he had the satisfaction to have his conduct highly approved by Lord Spencer, then First Lord of the Admiralty. This must have been gratifying to Sir John; for, next to the exalted satisfaction which every honourable man must experience in the consciousness of having scrupulously performed his duty, is the pleasure in finding his conduct the theme of public approbation.

In the month of June following, he was ordered to hoist his flag at Portsmouth, and to preside at the Court Martial appointed to try the mutineers at the Nore.

In October, of the same year, Sir John sailed from Spithead in the Princess Royal, and with the Merlin, of seventy-four guns, under his orders, to join Lord St. Vincent, Commander in Chief on the Mediterranean station, in the Tagus. In November following, he was sent by his Lordship with the command of a squadron of eight sail of the line, and a proportionate number of frigates and sloops, to blockade the port of Cadiz. There he continued, till relieved by Sir William Parker, in January, 1798; and was sent back again on the same service, after that Officer had been compelled to leave his station by a superior force. This service, though certainly not the most splendid, was not the least arduous, especially during the winter months, when Sir John principally conducted it. The position necessarily taken by the blockading squadron was embayed. In the port of Cadiz there were about twenty sail of the line, with some frigates, kept apparently in constant readiness to put to sea, which threatened on one side; whilst, on another, the squadron was liable to attack from the Toulon fleet, unchecked in its operations, and known to be preparing for some important expedition.

On Lord St. Vincent resuming the immediate command off Cadiz, Sir John received his thanks in the following words:—"*You have shewn uncommon ability and exertion in preserving your position during the late unpleasant weather, and I very much approve every step you have taken.*"

Not long after this, however, a serious misunderstanding took place between Lord St. Vincent and Sir John Orde, which terminated in the latter being ordered to shift his flag from the Princess Royal to the Blenheim, of ninety guns, and to return to England in charge of a large convoy. Before leaving the fleet, Sir John, conceiving that he had been unhandsomely treated, wrote a letter to the Admiralty, requesting a Court Martial on his Commanding Admiral, which he sent to Lord St. Vincent to forward *.

---

* The following is the letter alluded to: *vide* a pamphlet, entitled, "*Copy of a Correspondence, &c. between the Right Hon. the Lords Commissioners of the Admiralty, the Right Hon. Earl St. Vincent, K.B. the Right Hon. Earl Spencer, K.G. and Vice-Admiral Sir J. Orde, Bart.* :—

Princess Royal, off Cadiz, 29th August,
SIR, *Three Quarters past 7 o'Clock*, P.M.

The Right Hon. the Earl of St. Vincent, K.B. Admiral of the Blue, and Commander in Chief of his Majesty's ships in the Mediterranean, &c. having, in my opinion, acted unbecoming the character of an Officer, by treating me

On Sir John's arrival in England, he was acquainted by Mr. (now Sir) Evan Nepean, that their Lordships, of the Admiralty, did not think proper to comply with his request *. Sir John saw Lord Spencer, and personally urged his claim to the Court Martial which he had applied for; but, not having been able to succeed in his object, he wrote a letter to the Admiralty, stating his reasons at large for having applied for it, and his dependance on their Lordships adopting some other mode which might equally answer his

---

in a manner unsuitable to my rank, between the 17th of May and the 29th of August, 1798, both days inclusive:

I am to request you will be pleased to move their Lordships of the Admiralty, to order a Court Martial to try the Right Honourable the Earl of St. Vincent, K.B. Admiral of the Blue, and Commander in Chief in the Mediterranean, for having acted unbecoming the character of an Officer, by treating me in a manner unsuitable to my rank, and contrary to the practice of the service, between the 17th of May and the 29th of August, 1798, both days inclusive.

Be so good, at the same time, to assure their Lordships, that necessity, and a sense of what I owe to the corps to which I belong, as well as my own credit and character, have alone induced me to adopt this unpleasant measure at the present moment.

I have the honour to be, &c.

Evan Nepean, Esq. J. ORDE.

* The following is a copy of Mr. Nepean's letter: *vide* the pamphlet before quoted:—

SIR, *Admiralty-Office, Oct.* 10, 1798.

I have received and communicated to my Lords Commissioners of the Admiralty, your letter to me of the 29th of August, in duplicate, setting forth that the Earl of St. Vincent had, in your humble opinion, acted unbecoming the character of an Officer, by treating you in a manner unsuitable to your rank, between the 17th day of May and the 29th of August, both days inclusive; and desiring I would move their Lordships to order a Court Martial to try the Right Honourable the Earl of St. Vincent, for having acted unbecoming the character of an Officer, by treating you in a manner unsuitable to your rank, and contrary to the practice of the Navy, between the 17th day of May, 1798, and the 29th August, 1798, both days inclusive; and I have their Lordships' commands to acquaint you, that having taken the same into their consideration, as also what you stated in your letter to me the 30th August, and 10th September, on the same subject, they do not think proper to comply with your request.

I am, Sir, &c.

To Rear-Admiral Sir John Orde, Bart. EVAN NEPEAN.

wishes*. To this letter Sir John shortly received two in

---

* The following is the letter here alluded to, which, as it contains some observations of a particular nature, we have thought proper to insert at full length:—

SIR, *Gloucester Place*, *Oct.* 23, 1798.

I had the honour of receiving your letter of the 10th October, signifying to me that their Lordships did not think proper to comply with my application for a Court-Martial on the Earl of St. Vincent. Their Lordships are, I trust, already convinced, by my several communications, of my extreme reluctance, however sensibly affected by a treatment wholly unforeseen, and (as I hope I may venture to say) unmerited by me, to adopt the strong measure of requesting a Court-Martial on my commanding Admiral, at such a moment as the present. Their Lordships will have observed, that suffering, both in mind and character, by the very injurious proceedings by which alone Lord St. Vincent thought fit to mark his apparent displeasure with me, I made ineffectual attempts to obtain from his Lordship some less severe explanation of the cause, for the humiliating exhibition of me in the eyes of the fleet (wherein their Lordships had been pleased to assign me my post of service), as a *disgraced Officer*, and as one unworthy of maintaining my station in it. I need not point out to their Lordships the extraordinary mode by which *alone* the Admiral chose to notify his orders for my departure, *or the repeated refusal of an answer to my temperate representation of surprise and concern at my unexampled degradation*; or my wish, by opportunity of discussion, or other mode, at his option, of accounting to his Lordship for any part of my conduct which might have appeared objectionable to him, although I was utterly unconscious of any just ground whatever, of imputation against it. I could not possibly suppose he was longer influenced in his determination for my removal, by the nature of the remonstrance I had presumed to address to Lord Spencer, upon the command given to my junior, Sir Horatio Nelson, because I had now communicated to him the answer with which his Lordship had honoured me, and by which it was evident, that I had been far from soliciting my recall, and his Lordship, far from deeming my continued service, where I was, unacceptable; and indeed it would originally have been difficult to have believed his Lordship serious in his idea of my recall or removal, as a necessary consequence of my having made this representation *(he having explicitly assured Sir William Parker, that he thought the preference given to Sir H. Nelson over his seniors a very hard measure, and such as should induce a strong remonstrance)*, if he had not thought fit on a subsequent occasion to excite my regret for the step I had taken, by a remark upon the probable loss I had thereby incurred, of the contingent command of the whole fleet. I could, therefore, only conceive that his Lordship might have taken offence at my freedom of remonstrance against certain doctrines and practices, which he had suddenly promulgated, and peculiarly exercised against me, in the supposed discharge of my duty; and by which I not only felt myself aggrieved, but apprehended that an Admiral, with an inferior flag, would have been thereby reduced to a state of insignificance, or even of dependance on his own Captain; with possible, and indeed probable, consequences of most dangerous tendency to his Majesty's service; and by which also an indefinite latitude of accusation and condemnation was claimed by the Commander in Chief, with the power of his absolute reply, and about three weeks after, he was offered to hoist

---

prohibition upon the person accused, to use, however guiltless he might *(perhaps at least)* be of the charge, any means of explanation, or endeavour to exculpate himself. My feelings of what I thought due to my own station, but much more my sense of the danger and disgrace thus unjustly, as I conceived, hanging over the career and reputation of every subordinate Officer in his Majesty's service, from the highest to the lowest, when under the command of a superior, made me at first venture to remonstrate with, and run a risk of giving a *momentary* umbrage to an Admiral whose eminent talents and splendid conduct in his command I had admired, under whom I had been solicitous to serve, *and whose approbation I had made it my earnest ambition and uniform study to deserve.*

Impelled by no motives of personal dissatisfaction against such a Chief, I only hoped to gain from his more reflected consideration of the consequences of part of his own system, an alteration of great importance, not only to my own credit and comfort, but to that of the whole corps, whose cause was thus in question. Here I had left the matter, and flattered myself that no occasion could have ever again brought forward a necessity for revival of it. I deeply lament that I was mistaken; yet still my conscience tells me, that I justly disavowed any impulse of personal resentment, even when under the severest sufferings from the aggravated harshness, which my humble remonstrance had appeared to have drawn upon me from his Lordship, at the time of his ordering me to quit the fleet, and under the impossibility of relief from any other resource, at such a moment, by *his total refusal to give any answer.* I at last, contrary to my decided meaning and wish, hardly prevailed upon myself to make an appeal in the way I did, to an authority whose peculiar competence to decide on points of naval discipline, might best avert the mischief which had injured me, and threatened, by the persevering severity I had witnessed, the welfare of the service, and even the safety of individuals in it.

With such sentiments strongly impressed on my mind, I thought it more liberal and manly to take my part at once, by which I had an immediate opportunity of communicating it to Lord St. Vincent himself, *and making him aware of my design*, than to reserve my complaint and charge till my arrival in England, although I should much have wished to have acted under their Lordships' more especial opinion and direction, and particularly in a case wherein their own authority seemed to be involved. Having thus presumed to trouble their Lordships, as simply as I could, with the account of my ideas and motives in this business, which, in obedience to my sense of duty, I set on foot, I do not mean, on this occasion, to call in question their Lordships' right to decline compliance with my application, or to object to their exercise of it. To them is best known, what sacrifices the present state of affairs requires; and they will appreciate the risk that might arise from a limited attention to the evils I represent. To their decision I submissively bend, confident, however, that they will be pleased to substitute such other means as, *not liable to any personal inconvenience or interruption to service,* may speedily and effectually answer the great end I had in view, of preserving the naval service from alarming innovation, and of rescuing my own character and professional situation, now cruelly attacked and debased, from shame and ruin. The greatest part of my life has been devoted to the service of my country. I hope that I have done no discredit to it. I would wish to die in it, free from blame or just attaint.

To Evan Nepean, Esq. I am, Sir, &c, J. ORDE.

his flag in the Channel fleet*. This, however, Sir John thought it his duty to decline, for reasons which he assigned to Lord Spencer at the time, and which he afterwards thought it necessary to offer in detail, in a letter to the Admiralty†.

---

* The following are the letters here alluded to, received in reply to the above:—

SIR, *Admiralty-Office, November 2, 1798.*

I have received and communicated to my Lords Commissioners of the Admiralty, your letter to me of the 23d ult. explaining, for their Lordships' information, the motives by which you had been influenced in your several representations respecting the conduct of the Earl of St. Vincent, particularly on the occasion of his removing you from your station in the fleet under his orders.

And I have it in command from their Lordships to acquaint you, they do not consider the reason his Lordship has assigned for sending you home, sufficient to justify the measure; and having already signified their opinion to him on that head, they do not think it necessary to take any farther steps on the occasion.

I am, Sir, &c.

Rear-Admiral Sir J. Orde. EVAN NEPEAN.

SIR, *Admiralty-Office, 2d November, 1798.*

I am commanded by my Lords Commissioners of the Admiralty to acquaint you, that having directed his Majesty's ship Blenheim to be dismantled and paid off at Chatham, they have ordered you to strike your flag on board that ship, and come on shore. Their Lordships have, however, thought fit to direct me to apprise you, that they intend shortly to appoint some other ship for its reception.

I am, Sir, &c.

EVAN NEPEAN.

† MY LORDS, *South Wales, Tenby, Feb. 7, 1801.*

Having, from some circumstances, much cause to apprehend, that my reasons for declining the command which Lord Spencer was pleased to offer for my acceptance after my return from off Cadiz, and also those for my calling subsequently upon Lord St. Vincent for *private* satisfaction, may have been misconceived, and consequently misrepresented, I am induced, notwithstanding my personal communication with Lord Spencer, and my particular statement to Admiral Young (which I should otherwise have deemed a sufficient notification to your Lordships), to address a short, although circumstantial, representation of my situation and motives immediately to your Board.

4

In 1799, Sir John was promoted to the rank of Vice-Admiral of the Blue; and, in 1801, to that of Vice-Admiral

---

I should certainly not have been disposed to suspect, without its having been suggested to me, that the very circumstance of my desire to decline any particular service, in hopes of one more to my choice, could of itself have been considered as an offence, when an option was understood to be offered, and no directory call for service intended; which latter would instantly, as I have always declared it should, have been accepted and obeyed by me without hesitation. I was persuaded that your Lordships would not have wished, particularly under my peculiar circumstances, to have marked an unfavourable distinction in my instance, when you could not but recollect many others, in which such desire to decline any employment offered, had not operated to the disadvantage of the Officers.

I must confess that I was influenced in my decision by the well-weighed reflection on my very peculiar predicament, which did seem to me to require even for my justification, not less than for retribution to me after the disgracing insults and hardships I had experienced, some more distinguished token of approbation and confidence. I will not attempt to trouble your Lordships with an exact recapitulation of every circumstance of my sufferings or feelings; but upon the special subject of removing all misconception, which alone occasions the intrusion of this letter, I must be earnest to remind your Lordships, that however unjust and injurious to me, I assuredly did consider my virtual supersession, by the appointment of Lord Nelson to the command of the squadron detached from the fleet of Lord St. Vincent, I had resolved to continue in the service in which your Lordships had placed me, with every disposition to make a sacrifice of my feelings to the superior anxiety to render myself useful if possible to my King and Country. I must, therefore, most earnestly solicit the admission of two facts, extremely interesting to me:—1st, That the cause of my being sent home by Lord St. Vincent from the station I held in his fleet, was not any complaint of mine on account of the preference shewn to Lord Nelson, because it was well known to Lord St. Vincent, that Lord Spencer approved of, and commended, my resolution to stay with it:—And, 2dly, That the circumstance of that preference had therefore nothing to do with my *personal* call on Lord St. Vincent after his return home, which I think it right here at once most explicitly to declare, was little connected with any public grievance I had felt from him, or charge I had brought against him.—It was prompted chiefly by a resentment which, upon every principle of honour, I thought indispensible, of private insult and ridicule, wantonly exercised by him against me at his own cabin and table in my absence. The purpose of this gross and illiberal behaviour was, without doubt, to mark my complaint of harsh treatment, and in other matter affecting my professional situation (which has heretofore been thoroughly explained to your Lordships), as a subject of derision, and to gratify his spleen, and give a sort of colour to his injury, he was conscious of having already done me, by attempt at the degradation of my personal character and consequence. My justification, in considering this as a *personal* insult, was strengthened by his Lordship's letter to the Admiralty, in which he expressed his approbation of my public conduct, and his hope that I might be employed elsewhere in the service of my country.

of the White. In 1802, soon after the definitive treaty of peace was signed, Sir John, who seems to have waited for

---

It is not, however, my intention to deny, that I was the rather impelled to this demand of personal satisfaction, from the apprehension of having imputed to me, an acquiescence of consciousness in the disgrace inflicted on my professional reputation, as well as in the slight put upon my private character.

I had thought it necessary, as your Lordships know, to demand a Court Martial upon my Commander in Chief, and it had been refused me. I never did assert, nor do I now mean to assert my absolute claim to your Lordships' assent to my application. I yielded to consideration for the times, and an unwillingness to limit thereby your discretionary refusal under particular circumstances of times and service; but I must contend, that such refusal left me in so very awkward a position from notorious disgrace, and no ostensible justification of my conduct, that I could not reasonably be satisfied of restoration of character with the world, or even with those of my own profession, if I did not succeed in obtaining some more striking reparation than that of being permitted to hoist my flag again—but in a new ship, without my own Officers, who had been taken from me, on another station, with an inferior rank in the fleet, to that which I had held in the former. May I not expect from your Lordships' candour and justice, an allowance for the prevalent operation of such doubt, even about the sufficiency of my acquittal, without a thought respecting the compensation due to me? Your Lordships, I flatter myself, cannot suspect that this was an affected influence on my mind, when you consider the loss of probable emolument alone, which I was to suffer by acting upon it. I have thus taken the liberty of explaining to your Lordships the immediate causes and motives of my conduct on the two material points upon which I have understood its propriety to have been questioned, viz.—of declining the command offered to me, and of calling on Lord St. Vincent for personal satisfaction, neither of them calculated, as I hoped, under such hardships as I had experienced, to deprive me of my chance of more desirable employment in the service, or to draw upon me any marks of displeasure.

It is very true, at the same time, that I was not without several other inducements to decline subordinate service. I deeply felt the peculiar value of unblemished reputation to an Officer, at a time of great insubordination, and the benefit arising from respect and attachment in the execution of those arduous duties attendant on our profession. I was conscious of deserving the good opinion of those who might be placed under my command; but it would have been presumption in me had I rested assured of possessing it, after the public insults and disgracing neglects I had experienced. To have accepted the service offered me, without being re-established in due credit and consideration, might have proved prejudicial to the public service, and would inevitably have exposed my own character to total ruin, by a possible recurrence of those grievances I complained of, as I must presume to say no one effectual step had been taken for their prevention. It cannot fairly be objected to me, that I stand alone on the ground I have taken, when I am insulated by the peculiarity of my treatment; and there would be equal injustice in upbraiding me for a want of due attention to the times; a failure I think more imputable to the Officer I complain of, raised to a most important and confidential command, since my charges against that event, published his case in a small pamphlet*, the circulation of which he had previously confined to his friends.

---

him were dismissed unheard. It is impossible for me to omit the use of this opportunity, to express my apprehensions of the ruinous mischief to the service, as well as to individuals, of suffering oppression to be exercised by a Commander in Chief over his subordinate Admirals with impunity, or with only an inconsequent notice from higher authority, especially in the instance of capricious or cruel removal of them from their station in the fleet. With every disposition to allow much to the difficulties and delicacies of particular periods, and in respect to particular persons in superior commands, with popular prejudice in their favour, to the exaggeration perhaps of their real merit and importance, great as they may be, I cannot conceive that any position of circumstances should exempt them from a controul of their abuse of power, or put junior Officers, of the same rank, but serving under them, out of the protection or retribution of the Admiralty. I cannot apprehend that this declaration of my cordial opinion, will be misconstrued by your Lordships into a wild notion of such checks upon command, as to leave it without discretional authority, to prevent or defeat, by removal and even with confinement, the possible intrigues or evil machinations of subordinate Officers of what rank soever.

Discordance of opinion between Officers of high rank serving together, upon professional points and doctrines, respecting the relative extent of commands and dependencies in the different details of executive service, may occasion interruption to the pleasure, although it is to be hoped not to the reality, of zealous co-operation. But this cannot warrant the Commander to enforce the superior validity of his notion, by mere dint of assumed power, and unauthorised humiliation of the subordinate Officer, who only ventures to express his sense of the rules of service, the decision of which question rests with the Government, from which they both of them alike receive their appointments and powers, and to which appeal might readily be made.

Having thus explained, as I trust satisfactorily, those points which induced me to trouble your Lordships with this letter, as a last effort to do away the effects of misrepresentation, which might lessen me in your esteem, I will only lengthen it, by claiming your patience to a short but similar attempt, by once more indulging me with liberty to express the consolation I derive under my present circumstances, in being able to appeal with confidence to the history of my professional conduct, during a period of between thirty and forty years, for proof of its consistency and propriety. I have pleasure in recollecting, that till the business arose between Lord St. Vincent and myself, with the matters relative to it, I had invariably received from every Board of Admiralty the most flattering approbation. I had been equally happy in possessing the good opinion of all the Commanders I served under, many of whom were men of the first distinction.

---

* Published by Faulder, in Bond Street. The pamphlet here mentioned is the one entitled, "*Copy of a Correspondence*," &c. from which we have taken the liberty of quoting several preceding letters.

From this pamphlet, written with temper and moderation, and well worthy of perusal, especially by professional men, we first learned the particulars of the misunderstanding, so much regretted, between Lord St. Vincent and Sir John Orde, and which we now think it our duty to relate, chiefly as there given, an incorrect statement of its circumstances having *(most certainly without intention)* crept into a former volume of our work *.

From the publication alluded to, and from other information which we deem authentic, it appears, that soon after Lord St. Vincent had resumed the immediate command off Cadiz, in April 1798, Sir John was sent, with the Princess Royal and Orion, to Gibraltar, to procure water and stores; and, on his return, to bring live cattle for the fleet from Tangier. During Sir John's absence, Rear-Admiral Sir Horatio (now Lord) Nelson arrived from England, and was immediately detached with a command up the Mediterranean, soon after increased to ten or twelve sail of the British line, with a number of frigates and sloops, to which was added a Portuguese squadron of considerable force, entirely at Admiral Nelson's disposal. Sir John remained at Gibraltar when Admiral Nelson arrived, and received orders to resign the Orion, to make part of his (Admiral Nelson's) squadron. On Sir John's approach, and arrival, to rejoin Lord St. Vincent's fleet, some extraordinary circumstances occurred †, which awakened his apprehension of some un-

---

There is, I trust, no presumption in believing the period I have alluded to, fully sufficient for trial. The respectability and number of these judges, who have unanimously declared favourably for me, justifies the assertion, that they could not possibly be prejudiced.

I have the honour to be,
With due consideration and respect,
Your Lordships' faithful
And most obedient servant,
(Copy) J. ORDE.

To the Right Honourable
The Lords Commissioners of the Admiralty.

* *Vide* NAVAL CHRONICLE, Vol. II. p. 440.

† For particulars, see the Pamphlet.

favourable change in his Lordship's disposition towards him; but he had satisfaction in hearing from Sir William Parker, Lord St. Vincent's second in command, who, as such, had remonstrated against Sir Horatio Nelson's appointment, and whom he saw before waiting on his Lordship, that Lord St. Vincent disavowed having any concern in the measure, which, he said, he disapproved, thought it "*a very hard measure, and such as should induce a strong remonstrance.*"

A few days after this, Lord St. Vincent was joined by Rear-Admiral Sir Roger Curtis, with a reinforcement from Ireland, who, being Sir John's senior, reduced him to be only fourth in command. About the same time also, Sir John received what he considered an extraordinary letter from Lord St. Vincent, containing doctrines and opinions, according to his ideas, of a novel nature, the effect of which appears by no means to have been done away by a short explanation which his Lordship allowed him on the quarter-deck of the Ville de Paris, and by finding that his answer to this letter, received some days before, remained, and was returned to him, unopened *. At the close of the explanation above mentioned, Lord St. Vincent allowed that he had written the letter by mistake; but Sir John says, whoever reads the letter, and considers the circumstances connected with it, will receive this apology with suspicion: at all events, he holds its doctrines and opinions, relative to points of subordination, to continue the same.

Sir John, mortified and distressed at such a conjuncture of unlooked for and unfavourable events, which rendered his situation in the fleet so very different from what he had been taught to expect, determined to wait upon Lord St. Vincent, and acquaint him with his resolution to write to the Admiralty, and to desire to be recalled. This, he says, he did, in terms of studied respect and moderation. He reminded his Lordship of the hard treatment he had already experienced from the then Admiralty, and of his Lordship's sentiments respecting it, contained in the following words:—

---

* *Vide* page 22 of the Pamphlet.

Extract of a Letter from Lord St. Vincent to Sir John Orde, Bart. dated 5th May, 1797.

I am very much hurt to learn, from Sir Robert Calder, that you have not received an answer to your obliging communication, of the injurious treatment you had met with from a certain *quarter*; he will bear witness that I wrote to you immediately, and expressed the strongest indignation on the occasion; and I greatly lament your just indignation on the occasion deprived me of the benefit of your gallant services.

I am happy, however, to find your flag is flying, and I hope soon to hear of your appointment to a chief command.

Sir John told Lord St. Vincent, that he had accepted his appointment under his Lordship, from a belief that it would be acceptable to him, and on an intimation from Lord H. Seymour, then the naval organ of the Admiralty, that he should be second to his Lordship, with all the distinctions and advantages annexed to that station; that, instead of his being so placed, his Lordship was aware, that he was now only fourth; and that a junior Officer, certainly of great merit, just arrived from England, had been appointed to command the only service of distinction likely to happen, taking with him many of the ships which he had had under his command throughout a hard winter's service; that, connecting these circumstances with the treatment which he had before received from Lord Spencer, he must suppose his services were considered of little value, and therefore neither of consequence to his country nor likely to be satisfactory to himself; and more especially, as, from recent circumstances, he much feared that he had suffered in his Lordship's opinion: that he had in consequence waited on his Lordship, to mention his intention of writing to the Admiralty, to request being recalled. Struck with this, as Sir John says, Lord St. Vincent hesitated a little, and then desired him not to do so, but to wait awhile, and means should be found to remove his seniors in the fleet, and place him second. Sir John says, on this assurance he determined to remain; but that, notwithstanding, no change took place; that, on the contrary, he found Lord St. Vincent had proposed to Sir John Colpoys to be his second; that his treatment became every day more degrading and uncomfortable; and that, at length, he was only prevented from writing to be recalled by a notification from Lord St. Vincent, that he intended to remove him; that his removal, and the manner in which he was removed, were, in his mind, insulting and degrading, calculated to ruin his professional character, and, through him, to destroy the dearest rights and interests of the naval service; and that, therefore, he found himself compelled to call for a Court Martial.

For the principal particulars of the above, which must be considered only as a very brief abstract, we must refer our readers to the pamphlet alluded to; but, as the NAVAL CHRONICLE is a work more immediately devoted to the interests and perusal of professional men, we must take the liberty of quoting one other passage from the latter part of Sir John Orde's publication, which will be found to exhibit that Officer's sentiments on certain points of service, and may be viewed as a summary of his case, according to his own immediate ideas.

"Ever a friend," says Sir John, "as he had endeavoured to prove by his practice under Lord St. Vincent *, to obedience and strict discipline in the naval service, as far as necessary to insure due subordination, he could only be an enemy to the extent to which Lord St. Vincent carried his orders and instructions on those heads, as they appeared to him not only inexpedient, but exposing in a high degree to im-

---

* "*Ville de Paris in the Tagus, 11th December*, 1797.

EXTRACT.

"Your observation upon the decadence of discipline and subordination is very just —————— ——— you may be assured I shall exert every means in my power to support the authority of all who are placed under my command, more especially those, who like yourself endeavour to sustain the little remains of discipline in his Majesty's fleet."

mediate hazard, and lasting mischief, the essential good of the service.

"Sir John Orde is far from being disposed to deny, that an imprudent Officer, however high his rank, might attempt to abuse an unlimited liberty of explanation and discussion; but he conceives, that this objection does not go to justify a peremptory prohibition of all indulgence of that sort; *especially in an instance where its expediency was so strikingly proved.*

"The right of remonstrating should certainly be exercised in military service with great prudence; but Lord St. Vincent, both in the case of Sir John Orde's first letter to Lord Spencer, and that of the 31st of August to his Commander in Chief, would appear to have deemed the most respectful use of that privilege, a crime to be followed with immediate punishment and disgrace; and would thus establish a principle, injurious, in Sir John's opinion, to the proper spirit and reasonable independence of our Officers. They should not be lightly deprived of the simple comfort to their wounded feelings, of modest complaint, and they cannot be so, without imminent danger to their character and credit.

"If Sir John had pressed for explanation and discussion; or, if he had obtruded remonstrance against measures of the Commander in Chief, not directly affecting himself, (however objectionable he might have thought them,) he might have been held guilty of imprudence; and his continuance on the station might, *perhaps*, have been deemed inexpedient.

"But he most solemnly declares, that never happened; and to have remained more silent than he did, when they were directed against himself, would have been, in his judgment, a dereliction of all just concern for his profession, as well as his own reputation.

"Sir John Orde trusts he has now sufficiently manifested, he had no disagreement with Lord St. Vincent upon the preference given to Lord Nelson, and that no mistake upon his wish for recall, on that account, could have remained on his Lordship's mind (at all events) after Sir John's communication to him, of the letter received from Lord Spencer on that subject, which is itself a testimony of his real feelings and intentions; that no motives of personal disrespect for the very high qualifications of Lord Nelson, could have had any share in his just protest against his appointment; that there existed, in the doctrines and harshness of Lord St. Vincent, practised upon him, sufficient cause for a dislike of the service, but none either pretended, or betrayed by him, for relaxation of zeal in the performance of his duty; that the imputations cast upon his honour, and the personal slights in which Lord St. Vincent openly indulged himself at his expense, and the studied mortifications inflicted on him in the *manner* of his removal; formed altogether a provocation more than enough to have justified the call for personal satisfaction, which, *on those grounds only he conceived himself entitled to demand, and to expect*; that the refusal of a Court-Martial, to which he respectfully submitted, might reasonably have increased in his mind the necessity of a more marked support and favour from the Admiralty, than was offered to him, or he could obtain; and that he therefore could not, consistently with his feelings and real circumstances, honourably return to actual service, in a degraded situation; and that, above all, his unalterable idea of being right, not only, or indeed so much, upon the grounds of his own complaints and sufferings, as upon the general cause of his profession, injured and endangered in the treatment he had experienced, lifted and supported his spirit, to endure the deprivation of rank, distinction, and emolument, which might probably have been acquired by a more humble deportment."

For the accuracy of the above statements, or the justice of the above observations, we do not hold ourselves in the slightest degree responsible; but, as it is our unvarying wish, to evince the strictest impartiality, and to permit, as far as may be consistent, every one to plead his own cause, we have considered it an act of justice to the professional character of Sir John Orde, to bring forward certain passages of his publication. The pamphlet in question is a printed, public document, within the reach of every one : we have, without pretending to vouch for, or to controvert, its correctness, brought it forward, merely in the way of historical evidence; and, should it contain any fallacious statement, the truth may be more easily ascertained now, than at a future period, when the parties concerned may be alike insensible to censure or applause, and when perhaps all farther proof may be at an end.

We have thus concluded our sketch of Sir John Orde's professional life, which we flatter ourselves will be found to rank among the most interesting which we have hitherto presented.

NAVAL ANECDOTES,
COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTES IN GURGITE VASTO.

LORD CAMELFORD.

THE late LORD CAMELFORD, who has recently fallen a victim to the fatal practice of duelling, was in the 29th year of his age. His father, who was the first Lord Camelford, was created to that Barony in 1784, and descended from the same line of ancestry as the Lords Chatham and Rivers. Lord Camelford went round the world, as a Midshipman, with Captain Vancouver; and, on his return, was promoted to a Lieutenancy, and soon after to the rank of Master and Commander, which, in a short time, he resigned, and quitted the naval profession.

ADMIRAL CORNWALLIS.

A Correspondent, animadverting on the Portrait and Character of ADMIRAL CORNWALLIS, which we extracted from the work called " *Public Characters*, ' assures us, that this esteemed and indefatigable Officer has for a number of years past been more generally known in the navy, by the ludicrous appellation of *Billy go-tight*, than by any other.

ANECDOTE OF ADMIRAL SAVAGE.

Admiral Savage, when a Captain, and at the time he so gallantly commanded his Majesty's ship Hercules, of 74 guns, on the famous 12th of April, in the West-Indies, at the total defeat of the French fleet under Count de Grasse, gave one of those striking proofs of coolness and undaunted bravery for which British Naval Heroes have ever been so justly celebrated; for in the heat of action, and when alongside of the Ville de Paris, of 110 guns, he jumped on an arm-chest upon the quarter-deck, and cheered up his men by singing a few lines of "*O! what a charming thing's a battle!*"

PRESERVATION OF DROWNING PERSONS.

At Helsingoer, a place about eight English miles from Helsinburg, in Sweden, a remarkable experiment was lately tried, which is expected to be of the utmost consequence to society. Professor Pelt had, in October, 1802, notwithstanding the severity of the season, produced, in presence of some well known mechanics, many experiments; among which was a newly-invented Nautical Machine, founded upon the hydrostatic principle, for saving persons from drowning. During his late residence here, he repeated the experiment of his new machine in the sound, in order to try its effects against the united currents of the North Sea and the Baltic. After a sea-wanderer (a young waggoner, named Isaac Paterson,) had equipped himself in this machine, he sprang into the sea, in presence of numerous spectators, many of whom accompanied him in sailing-boats. At his departure, he fired a pistol twice; and, on his passage, he ate, drank, and smoaked a pipe, to shew he had the entire use of his arms. Being benumbed with cold, he got into a boat to warm himself by rowing; but soon sprang into the water again, and happily reached the Swedish coast, after a passage of one hour and three quarters. On his arrival, he saluted the spectators with a pistol shot, and waved a flag which he drew from the sea. Having remained a short time at Helsinburg, he returned to the Danish Coast, where he arrived amidst the shouts of the curious, who lined the shore.

According to the opinion of experienced seamen, this machine far surpasses any former invention of the kind, both in regard to its solidity and lightness, (weighing but 7lbs. English,) and on account of the simplicity of its structure. It is fastened round the waist, and the person wearing it enters the water up to the middle of his body.

PHILOSOPHICAL PAPERS.

TO THE EDITOR OF THE NAVAL CHRONICLE.

SIR,

Having derived much pleasure from the perusal of certain Queries that you have presented, relative to maritime affairs, many of which indeed appear never to have been proposed before, I have taken the liberty of troubling you with the enclosed Answers.

Should nothing more satisfactory be offered, your insertion of them will much oblige,

SIR,

Your most obedient humble Servant, B.

ANSWER TO QUERY I.

See No. LXIII, Page 121.

THAT resuscitation does not succeed in many cases, after very short intervals of suffocation by water, we have to lament, though all the known means have been applied, and persevered in till no hope remained, whilst on other occasions the signs of reanimation have soon appeared, though the body had been immersed from thirty to forty minutes, aud frequently much longer. (See the Annual Report of the R. H. S.)

If the cause of this doubtful success result from what I suspect it does, I fear the remedy will still be out of the reach of human skill; however, if the real cause can be ascertained, it may be a great step towards the means.

In considering this subject, I have been at length induced to conclude, that resuscitation never succeeds when the water gets possession of the lungs, and which I believe always happens when the lungs are exhausted of air at the time the body goes down, and particularly if the mouth be open; but if the lungs are charged with air at the moment of the immersion, and the mouth shut, very little if any water can enter either lungs or stomach, as the mouth will remain shut, and the nostrils be collapsed by the weight of the water; and the lungs being inflated with air when the body sunk, there can be no effort made to inhalation, by which water only could be drawn in, the lungs being already charged with air, which at the same time disposes the blood to a more continued and vigorous circulation for some time longer than if water had got possession of the lungs.

I do not find that any inspection of the lungs has been made of those upon whom resuscitation has failed after a short immersion. I think, however, that in all attempts to restore a person apparently drowned, the first step taken should be that of holding the body up by the heels, or placing it in a very inclined position, whilst, at the same time, a brisk friction is carried on, which would be greatly conducive in emptying the lungs and stomach of the water, if any had entered. It is hoped, notwithstanding, that if these suggestions are erroneous, that some more able pen will correct them, and offer something more to the purpose.

ANSWER TO QUERY 2.

If sea-water be gradually more heavy in proportion to its depth and undisturbed state, (and of which there is little doubt,) it must follow, that a human body, which is very little heavier specifically, than sea-water at the surface, will not sink to the bottom of a deep sea. But to what depth it will sink, or where become stationary, I believe has not been ascertained.

ANSWER TO QUERY 3.

The cause of a human body rising to the surface after being drowned, results from that fermentation which takes place shortly after death, and by which the body is increased in bulk but not in weight, and in consequence must rise to the surface because of the specific levity it has acquired by its increased bulk, and comparatively diminished weight. That fermentation is the efficient cause, I believe cannot be doubted; whence results the ebullition or internal motion of the constituent particles of a moist, fluid, mixed, or compound body; by the continuance of which motion, these particles are gradually removed from their former situation and combination, and of course extended. The time between sinking and rising is supposed to be about the fourth day; but this depends upon circumstances.

ANSWER TO QUERY 4.

How much sooner a drowned human body will rise in salt water than in fresh, requires much observation to decide; but it is generally believed it rises a day sooner in the former than the latter.

ANSWER TO QUERY 5.

This question is of considerable importance, inasmuch as many lives may be saved by pointing out the means of preservation.

The numberless accidents that happen by boats oversetting, or filling with water, whether by swamping, large leaks, or broken bottoms, and that often at moments when no danger is dreaded, and even within a few yards of the shore, and in sight of their friends, who can afford no immediate means of relief, make this object a consideration highly worth attention. There are many ways and means by which these accidents in general might be avoided, were precautions always taken; but where danger is not apprehended, it is always greatest when an accident does occur, as in pleasure parties on the Thames, &c. When a boat oversets, those who were within her are of course flung into the water, in which case the boat will not sink, but remains at the surface, either bottom up, or, as it often happens, turns quite round, and settles mouth up; but whether she have filled by oversetting, or any other cause, she will not sink by the water merely which she takes in, if there be no additional weight upon her, such as two or more men, according to her size, in the boat; for, being brim full, such additional weight would be more than she could support, therefore there is no alternative but instantly quitting the boat, which will rise considerably, so that her gunwale shall be several inches, or nearly a foot in some cases, above the surface of the water; upon this gunwale the persons who were in the boat, and now in the water, are to place their hands, dividing the weight upon the gunwale equally all round, at the same time laying no more stress upon it than barely to keep head and neck above the surface, or a little more, if circumstances will admit: thus all weight is taken off the boat, except that portion of the body which is above the water, and which the boat will be perfectly able to support; whereas, had they remained in the boat, all would inevitably have gone down; as, in this case, each man's weight would be four or five times as much more upon the boat, as it would be in the other case; every portion of a man's body, which may be from the loins upwards, which is above the surface of the water she contains, being a dead weight, those parts only which are under the water not telling materially against her. A boat's company, therefore, prudently adopting this measure, may sustain themselves as long as hunger and thirst will permit, without any other exertion than holding by, and leaning lightly on the gunwale. An instance of this kind occurred some years ago in the north-west coast of Donegal. A boat's crew in the whale fishing employ on that coast, having harpooned a very large whale which they did not like to lose, suffered their line to run wholly out, and forbearing to cut it for some time, the boat was about to go gunwale down, to prevent which, and to poise the boat, they threw all their weight upon the opposite side, but seeing at length that the boat must be dragged under water, the line was suddenly cut, on which the boat went instantly over on the heavy side, but fortunately turning quite round, she came mouth up, when the crew, eight in number, getting round her, and leaning lightly on the gunwale, sustained themselves for ten hours, when being drifted nearly to land by the tides, they were seen by a boat which relieved them, and towed their own to shore.

When a boat oversets and lies keel up, if she be not very large, she may be easily righted if there are any persons on board who can swim.

[*To be continued.*

NAVAL LITERATURE.

An Account of Travels into the Interior of Southern Africa, in the Years 1797 *and* 1798: *including Cursory Observations on the Geology and Geography of the Southern Part of that Continent*; *the Natural History of such Objects as occurred in the Animal, Vegetable, and Mineral Kingdoms; and Sketches of the Physical and Moral Characters of the various Tribes of Inhabitants surrounding the Settlement of the Cape of Good Hope: To which is annexed, a Description of the Present State, Population, and Produce of that extensive Colony; with a Map constructed entirely from Actual Observations made in the Course of the Travels. By* JOHN BARROW, *late Secretary to the Earl of Macartney, and Auditor-General of Public Accounts at the Cape of Good Hope. Cadell and Davies.* Vol. I. 4to.

THE volume now before us has been published we believe nearly three years, and is most probably in the hands of many of our readers. Considering that its contents relate but in a very slight and remote degree to naval affairs, we should not, at so late a period after its publication, have taken it up for the purpose of reviewing, had we not understood that a second volume of the work is on the eve of coming before the public, in which a considerable portion of matter, immediately interesting to the naval concerns of the Country, is expected to appear.

We shall not at present detain our readers longer than to observe, that Mr. Barrow's first volume reflects high credit on his abilities as a man of research and observation, and that its contents are fully commensurate with the promises holden forth in the title page.

On the publication of the second volume, it is our intention to enter into a copious examination of its merits.

ABSTRACT OF A VOYAGE

FOR THE DISCOVERY OF A NORTH-WEST PASSAGE INTO THE SOUTH-SEA,

PERFORMED IN THE YEARS 1631 AND 1632,

BY CAPTAIN THOMAS JAMES.

[Continued from page 141.]

THIS rush brake the main knee of her beak-head, and a corner of it, tore away four of our main shrouds, and an anchor that we had at the bow, fastened into it, and so stopt her way, that she did wind up to her anchor. We saw the sharp rocks under us, and about us; and had but fifteen feet water; being also in the sides way, where all the ice would drive upon us: our boat we could not see, which made us doubt she had been crushed to pieces. In her was the third part of our company; but by and by we saw her come about a point amongst the rocks. She had recovered our kedger, which made us something joyful; with all speed we laid our hawsers to the rocks, and every one did work to the best of his strength, to warp her out of this dangerous place of the rock's side, where we had fathom water, and were under the shelter of a great piece of ice that was aground, which should keep off the ice, that otherwise would have driven upon us. Here we lay very well all the ebb; but, when the flood came, we were assaulted with pieces of ice, that every half hour put us into despairable distress. We did work continually and extremely, to keep off the ice. At full sea our great piece of ice (which was our buckler) was afloat; and do what we could, got away from us, and left us in a most imminent danger, by reason of the ice that drove in upon us. But the ebb being once made, this great piece of ice came again aground very favourable to us, and sheltered us all the rest of the ebb. All night we wrought hard, to shift our cables and hawsers, and to make them fast aloft on the rocks, that the ice might the better pass under them. All day and all night it snowed hard, and blew a very storm at west, which drove in all the ice out of the sea upon us. In working against the violence of the ice, the flooke of our kedger was broken, two arms of our grapnels, and two hawsers, our shallop being again very much bruised; whereupon to work we go on all hands to repair it.

This tide the harbour was choaked full of ice, so that it did seem firm and immovable; but when the ebb was made, it did move. Some great pieces came aground, which did alter the course of the other ice, and put us on the rocks. Here, notwithstanding all our uttermost endeavours, she settled upon a sharp rock, about a yard above the main-mast; and, as the water ebbed away, she hung after the head, and heeled to the offing. We made cables and hawsers aloft of her masts, and so to the rocks, straining them tough with our tackles; but she, as the water ebbed away, sunk still; that at length she was so turned over, that we could not stand to her. Having now done all to the best of our understandings, (but to no purpose,) we went all upon a piece of ice, and fell to prayer, beseeching God to be merciful to us. It wanted yet an hour to low water, and the tide did want a foot and a half to ebb, to what it had ebbed the last tide. We were careful observers of the low waters, and had marks by stones and other things that we had set up, so that we could not be deceived. The ship was so turned over, that the portless of the forecastle was in the water; and we did look every minute when she would overset. Indeed, at one time the cables gave way, and she sunk down half a foot at that slip; but unexpectedly she began to flow, and sensibly we perceived the water to rise apace, and the ship withall. Then was our sorrow turned to joy; and we all fell on our knees, praising God for his mercy, in so miraculous a deliverance.

As soon as she was freed from this rock, we wrought hard to get her farther off. All the flood we were pretty quiet from the ice, but when the ebb was made, the ice came all driving again upon us, which put us to a great extremity. We got as many pieces betwixt us and the rocks as we could, to fence us from the rocks. There came a great piece upon our quarter, which was above 300 of my paces about, but it came aground. Thus did divers great pieces besides, which was the occasion that this time the harbour was quite choaked up: so that a man might go any way over it from side to side. When it was three quarters ebb, these great pieces that came aground, began to break with a most terrible thundering noise, which put us in a great fear, that those about us would break us all to pieces. But God preserved us.

The 22d in the morning, the water veered to a lower ebb than the last tide had done by two feet. That flood they had some respite from their labours; but, after full sea, their hopes ebbed too. The great piece that was by them so stopped the channel, that the ice came all driving upon them, and they thought undoubtedly the ship would be lost: went to work with axes, bars of iron, &c. to break the corners of the ice, by which they made way for some, fended off the rest, and got so much of the softer ice between them and the rocks, that they were in tolerable security. "This day," says the journalist, "I went ashore, and built a great beacon with stones upon the highest place of the island, and put a cross upon it, and named this harbour, *The Harbour of God's Providence.*"

The 23d in the morning, with the flood, the ice drove up amongst the broken grounds, and, with the ebb, drove all out, excepting one extraordinary large piece, which, coming aground near the ship, excited much fear. Captain James took the boat and went ashore on the eastern side, with the view of finding a safer place for the ship, in which he succeeded. From the top of the hill where he was, he could see the ship; and, at the instant of low water, he perceived the aforementioned piece of ice break, with a terrible noise, into four pieces. Doubtful whether it "had not spoiled the ship," it being full half mast high, he hastened to the boat, and so to the ship, where he found all well, the ice having broken from the ship-ward. Captain James instantly sent away the boat, to sound the way to a cove which he had found. The boat had a very dangerous passage. "At her return," says the Captain, "we unmoored the ship, and with what speed possible warped away from amongst this terrible ice. We were not a mile from them, but they brake all to pieces; and would surely have made us bear them company, but that God was more merciful unto us."

They got about the rocks, and so into the little cove which Captain James had discovered, where they thought themselves tolerably secure: The Captain again went ashore: found it all broken, rocky grounds, without a tree, herb, or grass, upon it. There were some ponds, but not thawed: found no traces of deer or bears in the snow, but saw one or two foxes: found where the savages had been, but it was long since: made five hearths; found a few firebrands, some heads and bones of foxes, with some whale-bones about them; but could discover very little wood on the shore side, and no fish. Captain James named this cove, after the Master of his ship, *Price's Cove.* The latitude of it is 61.—24 the variation. The firebrands, &c. which they found, had been cut with a hatchet, or some other iron instrument. From the top of the hills could see the islands on the south shore, commonly called *Sir Thomas Button's Isles:* their bearings south and by east, half a point easterly. Last night took better rest than during ten nights before.

On the morning of the 24th there sprung up a fair gale of wind at east: after prayer they unfastened the ship, and came to sail, steering between great pieces of ice that were aground in 40 fathom, and twice as high as the topmast-head. On the flood, went forth from the cove, endeavoured to gain the north shore, and kept within a league of the island of *Resolution*, where they had some clear water to sail through. "In the offing," says the journalist, "it was all thick thronged together as might be possible. By twelve o'clock," continues he, "we were fast enclosed, and notwithstanding it blew very hard at east, yet we could make no way through it; but the hard corners of the ice did grate us with that violence, as I verily thought it would have grated the planks from the ship's sides. Thus we continued in torment till the 26th day, driving to and again in the ice, not being able to see an acre of sea from topmast-head."

The 26th, calm, sunshine weather. Laid out some fishing lines, but to no purpose. Nights very cold, freezing the rigging.

The 27th, sprung up a little gale at south-east, and the ice something opened. Let fall the foresail, and forced the ship through the throng of ice. In the evening, the wind came contrary, at W.N.W. and blew hard, which caused them to fasten to a large piece of ice, where they remained till the 29th. Determined, from experiments, that there was no current, and that the tide was not stronger there than between England and France.

In the morning of the 29th, a fine gale springing up at east, got into open water. The weather being clear, could see the island of Resolution, the north end bearing E.N.E. some twelve leagues off.

From the 29th of June to the 5th of July, sailed continually through the ice, with variable winds and fogs, and sometimes calm. At noon had a good observation; were in latitude 63° 15′; saw Salisbury Island, bearing W. by N. some seven leagues off, with much ice between it and the ship, to weather which, stood to the northward. Soon after saw *Prince Charles's Cape*, and *Mill Island;* and to the N.N.W. and all round, "the sea most infinitely pestered with ice." "This," says Captain James, "did grieve me very much; for whereas I had determined to prosecute the discovery to the north-westward, I saw it was not possible this year. We were moreover driven back again with contrary winds, still closed and pestered with ice, and with all the perils and dangers incident to such adventures, so that we thought a thousand times that the ship had been beaten to pieces."

[*To be continued.*

DESCRIPTION OF PLATE CXLVII.

IN one of our earlier Volumes, we presented a distant View of Dover Castle: the annexed Plate, engraven from a Drawing by our obliging Correspondent, *Half-pay*, exhibits a *nearer* view of the Castle and Town of Dover.

For a Description and Historical Account of Dover, its Castle, and Harbour, we must refer our readers to Page 493, Vol. VI. of the NAVAL CHRONICLE.

THE

FOURTH REPORT OF THE COMMISSIONERS OF NAVAL INQUIRY.

[Continued from page 137.]

THE persons concerned in this business; but we are satisfied that there exists a set of men, who take advantage of the unsuspicious character, of the indiscretion and extravagance which prevail

---

The Examination of Mr. James Poulain; continued on the 21st of June, 1803.

Do you know whether the mode by which a seaman can empower another Person to receive his prize-money is directed by Act of Parliament?—There is an act which directs, that a cheque from the Inspector of seamens' wills shall be obtained in lieu of the power of attorney; but I conceive orders to be regular authorities, if witnessed by an Officer, or the Minister and Churchwardens of the parish where the parties reside, for any sum not exceeding seven pounds.

Have you attended to the directions of those acts, in your payments to delegated authorities?—We wish to do so; but there is an accommodation in business that leads us to pay sometimes in a more irregular way, when we have an idea that the party will receive his money through that channel.

How many distribution-lists have you now in your possession, on which you are making payments on account of Messrs. Willis and Waterhouse, or other persons?—I should suppose we have at present in Recall from 150 to 200 lists belonging to Messrs. Willis and Waterhouse; and I should suppose in the whole, from 500 to 600 lists: during a great part of the war, I should think we were in the general practice of paying upon 1,000 lists.

Have you in your possession any distribution lists, on which the time for the payment of the unclaimed shares to Greenwich Hospital has elapsed?—We have at present many, where the accounts have not been made up for the Hospital, owing to a dispute between Messrs. Willis and Waterhouse, and the Commissioners of the Hospital. We had some before that dispute took place, and received the directions of Messrs. Willis and Waterhouse, to make up the accounts for Greenwich Hospital as speedily as possible, giving the preference to those which had been longest in recall, together with some few received from Messrs. Ross and Co. of Gibraltar, which are delayed in consequence of the failure of Messrs. Turnbull, Forbes, and Co.; and we understand that the cause of such delay has been communicated to the Treasurer of Greenwich Hospital.

Are you in the practice of receiving prize-money for agents resident at the out-ports?—Yes.

What charges do such agents in general make to the parties for receiving their prize-money?—I do not know.

among seamen, and who, in time of war, earn a scandalous livelihood, by supplying them with liquor, clothes, and trifling sums,

---

What charge do you make to the agents for receiving for them?—Our charge is two and a half per cent. on the fourth and fifth classes, being in general of small amount; and one and a quarter per cent. on the other classes.

Did you receive the prize-money of Thomas Barnes, Boatswain's mate of the Adamant?—I cannot say; I recollect a claim for a petty officer of the Adamant, on which a dispute arose, but I cannot say positively it is this man. A claim was made by some person, through a Mr. Yeomans, of Portsea, for a petty-officer's share, which amounted to more than we conceived ourselves justified in paying to such an order; we refused to place it to his credit, but informed him, we would mark it paid to him, and on his sending up an authority which we should approve, would pass it to his account. After which, a claim was made by a Mr. Devereux, of Gosport, by the man's authority, saying, that the party was then at Gosport, and requested we would place what was due to him to his account, and let him know the amount by return of post, which we did; and no application has been made to us since on the subject.

Do you recollect receiving a letter from a man named Barnes, of the Adamant, threatening to apply to the Mayor of Portsmouth against Devereux, who had, without any authority from him, applied for payment of his share of prize-money?—I do not; and I think if such a letter had been received, I must have recollected it.

Did your house write a letter to Devereux, advising him to settle with Barnes upon any terms?—Not to my knowledge; I have not the least recollection of it.

Have you been in the practice of receiving prize-money for Thomas Stanley, of Chatham?—Yes.

To what amount annually do you conceive?—It may be from 300l. to 1,000l. annually; but I cannot speak positively.

Did you receive on his account the prize money of a man named Verdier, for the Theseus?—I do not recollect; the only sums we ever paid on account of prize-money for this ship, I believe to have been sixpence, and eleven shillings.

Have you been in the practice of receiving prize-money for John Devereux, of Gosport?—Yes.

To what amount annually do you conceive?—Some years, I should think, to the amount of 4,000l. or 5,000l.

Have you, in any instance, discharged a distribution-list on his account, without having in your possession an authority from the party to him for receiving his prize-money?—We were formerly in the practice of taking the word of the agents for the authorities they possessed, with a view of saving the postage, which in some instances amounted to nearly the sums received.

Have you received on account of Mr. Devereux, the prize-money of any men belonging to his Majesty's ship Quebec?—Yes.

On what authorities did you receive such prize-money?—On powers of attorney, though I cannot say that they were perfectly regular. I presume this and getting from them wills and powers of attorney for their prize money.

---

question goes to a preference we gave to his claims over those of Mr. Giles Hoad for the same men, though we certainly thought the latter more regular; but having been informed by Devereux that Hoad was a bankrupt, we refused to pay to his authorities, and placed them to the credit of Mr. Devereux, supposing, in one case, the men would lose their money, and that in the other they would receive what was due to them.

Did you receive, on account of Mr. Devereux, the prize-money of two men named Gill, lately belonging to his Majesty's ship Quebec?—Yes.

What authority had you for so doing?—The same as for the other men.

Has any application been since made to you from the father of those men, or any person on his behalf, for their prize-money, producing the requisite authority?—We were applied to by a Mr. Levy, on behalf of the father, whom we informed that the money was already paid to Mr. Devereux.

Has the money been remitted to him, with the costs incurred, by Mr. Devereux, at your suggestion?—Mr. Levy has informed us that the money has been paid, but it was not at our suggestion.

In the distribution-list of la Magicienne, a share of 22l. 2s. 1d. due to Joseph Rossiter, Serjeant of Marines, deceased, is discharged 2d April, 1800, by an entry "paid Mr. Hunt for the executor," which is written on an erasure; you are desired to state what the entry erased was?—The entry erased was P. & K. as our Initials for J. Lord, for widow Mary, executrix; a mistake had arisen, I presume, from our holding an authority from Mr. Lord in favour of the widow of a man of the same name, entitled to prize-money in the same distribution, and which being discovered, on application from Mr. Hunt, the money due to him was paid for the brother, his executor.

Was the prize-money of Joseph Rossiter discharged to J. Lord, for the widow Mary, executrix, carried by you to his account?—We could not find it ever was.

What is your rule in settling accounts with the agents for whom you receive prize-money, if you do not carry it to their credit, as you set it off on the distribution-lists?—On signing the lists we put the particulars on the top of a sheet of paper, and underneath write a letter to our employer, stating, that we have placed such money to his account, and from which letter it is carried to a day-book, and from thence to his credit. The only way in which I can account for the mistake of Joseph Rossiter, I presume was, seeing such name on the list, and recollecting that we had a claim for one of the name of Rossiter; and not being able to lay my hand on the authority, put the discharge against such money, and omitted to carry it to Lord's account, till we had leisure to search for the authority.

Do you keep regular accounts current with the agents at the out-ports?—Yes.

At what time do you make up such accounts current, and transmit them to the persons with whom you have accounts?—As soon as convenient after request made, which in some cases is every six months; but in general twelve months.

When Mr. Hunt applied to you for the prize-money of Joseph Rossiter, Serjeant of Marines of la Magicienne, did you inform him that his name was not

These men are chiefly to be met with at the ports, and consist of slopsellers, publicans, and other persons of the lowest and worst con-

---

on the distribution list?—If we did, it was owing to his applying for him as a marine, when of course we should not look among the petty officers; but I have no recollection of any such answer being given him.

Do you remit the money to the agents at the out-ports as soon as you receive it, or in what manner are your money transactions with them settled?—They draw at their convenience.

What was the distance of time between your entering in the distribution list of la Magicienne the discharge of Joseph Rossiter's prize-money, to P. and K. for J. Lord, for the widow Mary, executrix, and your making the payment to Mr. John Hunt?—About twelve months or more.

Have you in several instances, from forgery and other impositions, been obliged to pay prize-money twice?—Yes, but I believe not to the same extent as other agents, in proportion to our business.

Have you been obliged to pay over again shares of prize-money received from you upon checks granted by the Inspector of Seamens' wills and powers of attorney?—No, I do not recollect that we have ever paid the money over again on checks, but we have on orders made before, and witnessed by the Inspector.

Do you or your employers stand to such losses?—We do.

Is the one-half per cent. commission, for which in general you do business, sufficient to cover such losses, and to pay your establishment of clerks, &c.—No, it is not equal to the risk hardly, but our advantage arises from the other allowances mentioned in the former part of my evidence, together with the two and a half per cent. charged on those claims received for our different correspondents.

Did you make distributions for Messrs. Willis and Waterhouse to his Majesty's ship Jamaica, of the net proceeds of the head money for l'Adelaide and les Deux Frères?—We made the payments, but I do not know whether we made the calculation of the distribution or not.

Did you or your clerks make up for Greenwich Hospital the lists for those prizes now shewn you?—Yes.

How do you account for the money distributed and paid to Greenwich Hospital for les Deux Frères, being 24l 6s. 9d. less than the net sum of 189l. 18s. 1d. for distribution which Mr. John Willis has sworn to?—I conclude it is from the Admiral's share not being inserted in the account.

In the Vengeance's distribution list for the capture of Trinidad, there appears to be a great number of shares (upwards of one hundred and thirty) discharged, as paid to John Rankin, for Macnamara; the pen appears to be run through such discharges, and the shares afterwards paid to parties, powers of attorney, and some to Greenwich Hospital, how has this happened?—Mr. Macnamara applied to us for those men's shares, by virtue of a power of attorney, made jointly to him and some other person, whose name I do not recollect, residing in the West Indies, upon which we permitted his clerk, Mr. Rankin, to sign the list; but having doubts of his security, we refused to pay the money, unless the other person named in the power would join in the discharge; Mr. Macnamara referred us to Messrs. Ommaney and Druce, the correspondents of the person above mentioned, who, he informed us, would guadition. It would have been a waste of time to have employed ourselves in endeavouring to trace to detection instances of the frauds

---

rantee the payment on his account, which they refused to do; when Mr. Macnamara said, he would write for his order to receive the money. We informed him, that should any of the people or their attornies apply, we could not refuse them payment. Many did apply, to whom we paid what was due, and the rest against which he had signed; when the time arrived to make up the account for Greenwich Hospital, we paid the amount to the Treasurer.

J. POULAIN.

Ewan Law.
John Ford.
Henry Nicholls.
Wm. Mackworth Praed.

The Examination of Mr. James Poulain; continued on the 22d of June, 1803.

What are the general characters or description of persons employed by the Petty Officers, seamen, and marines, at the out-ports, to receive their prize-money?—I cannot say that I have a good opinion of all of them; there are but few whom I have understood to settle fairly with the men: this I can only state from conversation with their clients, and from seeing memorandums in the shape of accounts, which have been rendered to the Petty Officers and seamen, of their prize-money. There are a few whom we have thought better of, which has always led us to give a preference to their claims, as it has frequently happened that many authorities have been produced for the payment of the same man's money.

Do you give any, and what security to the prize-agents, by whom you are employed, to bear them harmless against any claims that may be made for prize-money, which you may have improperly paid?—We did so in many cases about the latter part of the war before the last, when we commenced our present line of business, since which the prize-agents have been satisfied with our promise to that effect, without any written security.

Did you refuse to pay to William Haydon the prize-money of Thomas Barnes, Boatswain's Mate of the Adamant, saying, it had been paid to Mr. Yeomans, of Portsea, on an order from Barnes?—We refused to pay Mr. Haydon, but never said it had been paid to Yeomans; we informed him that Mr. Yeomans had applied, but that he had not received the money, as we disapproved of the authority; of course Mr. Haydon signed the list, in order to receive what was due, when we perceived his authority was the same we had refused to pay when presented by Mr. Yeomans. Afterwards, Mr. Devereux applied by order of Barnes, and received 7l. 19s 6d. the amount of the two last distributions for the Adamant, by return of post. In corroboration of this circumstance, the names of Yeomans and Haydon stand on one of the lists, with the pen run through them.

Do you still allow the agents to Petty Officers and seamen to sign receipts on distribution lists, for such shares of prize-money as they please, previous to your having determined on the sufficiency of their authorities?—No; our practice has been for more than twelve months back, to require the agents to leave a list practised by these people. It will be found from the Evidence given *, that persons most conversant in prize concerns, have no doubt but

---

of their claims; and on examining the distribution lists and finding any shares unpaid, we refer to the authorities, and if thought sufficient for such a sum as may appear due, we mark it to be received by them, for which they sign, and the money is paid them.

Do you think it would be a means of preventing frauds, if powers for the receipt of prize-money were granted by the several Petty Officers and seamen entitled for each specific distribution?—Yes; and it would be a great security to the seamen, to Greenwich Hospital, and to the agent making payments, especially if such powers were left with the agent on paying the money.

J. POULAIN.

Ewan Law.
John Ford.
Henry Nicholls.
W. Mackworth Praed.

* *The Examination of the Hon. Alexander Cochrane, Captain in the Royal Navy; taken upon Oath the 23d of June, 1803.*

On what stations was you employed during the last war?—The home, North American, and Mediterranean stations.

Was you concerned in a great many captures?—In a great many; I suppose from fifty to eighty.

What captures were made by the ships which you commanded?—I cannot specify them.

Does it appear to you that any unnecessary delays took place, either in the proceeding to condemnation, or distribution of the proceeds of prizes during the late war, attributable in any way to the prize-agents, or the present mode of conducting their business?—It appears to me, that agents abroad are in general more attentive to their private interest than to that of their constituents; and I have not the least doubt, that in many cases where appeals are entered, it is done by the contrivance of the agents, in order that they may keep the proceeds longer in their hands; by the usual course they can obtain a commission but of five per cent., but by keeping the proceeds in their own hands for a term of years, their advantage may be much more considerable, and this at the risk of the captors; for should their commercial speculations fail, and they become bankrupts, the ultimate loss would fall on the Captain of the ship who made the capture, as happened in the case of Messrs. Maynes of Lisbon, prize-agents in the war before the last; and in the case of Mr. Akers, agent for the capture of St. Eustatia, no distribution has yet been made; such instances have likewise occurred during the late war: as a proof of the mischief of fictitious appeals, a vessel called the Nancy Dunn, was taken by his Majesty's ship Thetis under my command, upon her return from the Havannah, where she had delivered a cargo of naval stores; she was condemned at Halifax, but appealed for; after being some years in court here, a proposal was made to me by the Proctors, that if I would agree to pay the expenses on both sides, they would withdraw the appeal, and I was induced to pay them 100l. sterling, to which sum I limited the expenses, which sum was accepted, and the whole value of the that the evil exists, and requires a remedy; we apprehend that the men of whom we are speaking, and their practices, are very notorious.

---

vessel did not amount to 900l. sterling; and I was informed by the Proctors, that unless I came into this compromise, I should be kept a long time from receiving any advantage from the prize, and be put to a very heavy expense. A vessel that was condemned at Bermuda, and appealed for, when the sentence was affirmed here at home, and application was made to the securities for the costs in the appeal; although they had given bond, yet the Courts of that Island released them from their obligation; and the reason assigned to me was, that such bonds were mere matter of form: upon the 17th of January, 1799, I gave in a memorial to the Lords Commissioners of the Admiralty, accompanied with a variety of papers, stating the very great abuses which had been practised in prize concerns, to which I beg leave to refer.

Did the memorial, and papers delivered therewith, relate to irregularities, frauds, or abuses, in the business of prize-agency?—No, not immediately, but to the manner in which prize and prize-appealed causes are conducted.

Are the prize-agents interested in bringing appeals to issue as speedily as may be?—On the contrary, as they have the use of the money pending the appeal.

What is the general character or description of persons usually employed by Petty Officers and seamen at the out-ports, for receiving their prize-money? —They are in general the very worst possible characters, and frequently swindle the people both out of their pay and prize-money; it would be a public advantage if the necessity for employing them were done away.

Are you of opinion that it would be advantageous, in cases of appeal, to have the proceeds of prizes vested in the funds for the benefit of the parties that may be eventually entitled thereto?—I am, most certainly; in the funds, or any other public security, bearing interest. And I conceive it would be agreeable to the navy in general, as it would cut up by the root the present practice of entering fictitious appeals.

Do you think the commission of five per cent. on the net proceeds of prizes, would be a fair and sufficient general compensation to the agents for their trouble in the business?—I should suppose so; I believe it is more than is in general given in mercantile transactions.

Do you know of any other instances of irregularity, fraud, or abuse, in the business of prize-agency, besides those you have mentioned?—I cannot specify any particular ones, but it is a general complaint in the navy, that their interests are by no means attended to by those whom they appoint their agents, and this particularly upon foreign stations: a custom has in some instances crept into the navy, of appointing the Admirals' secretaries joint agents, who, from their situation, can take no active part; from whence the operative agent receives only half the commission, which may induce him to adopt measures for his remuneration, which he would not do if he had the sole advantage of the agency.

What time does it usually take to determine appeals in prize causes?—Several years; I had one of my own ten years from the time of capture to final adjudication, the money lying all the time, without interest, in the hands of merchants in London.

Who were the agents for the ships you commanded?—In England, the Ho-

We have received, in the course of our enquiry, some representations respecting the inferior agents before noticed, as employed in

---

nourable William Elphinstone, and George Glenny; in America, the house of Brook Watson, and afterwards Lawrence Hartshorne, Esq.; at Bermuda, Fisher and M'Laughlan; and at New Providence, Messrs. Forbes and Monro.

ALEX. COCHRANE.

Chs. M. Pole.
Ewan Law.
John Ford.
Henry Nicholls.
Wm. Mackworth Praed.

The Examination of Captain Graham Moore, of the Royal Navy; taken upon Oath the 24th of June, 1803.

On what station was you employed during the last war?—On the home station principally, but latterly on the Jamaica station.

Was you concerned in many captures?—Yes, a good many; between thirty and forty, principally privateers and men of war upon the home station, which were chiefly purchased by Government; most of the captures I made in the East Indies were merchantmen.

Does it appear to you that any unnecessary delay took place either in the proceeding to condemnation, or distribution of the proceeds of prizes during the late war, attributable in any way to the prize-agents, or the present mode of conducting their business?—In the prizes in which I was concerned, I had no reason to complain of any delay or neglect in the agents.

Do you know any instances of prize-agents protracting the distribution of the proceeds of prizes?—I do not know of any.

Have you any reason for believing that such abuses exist?—It is a thing I have not the least doubt of, but I cannot specify the instances; I have heard of many, but they escape my memory at present; it has been a cause of much dissatisfaction in the service.

Are the prize-agents interested in bringing appeals to issue as speedily as may be?—I cannot give any information on this subject, as there was only one of the captures I made which was carried into the Court of Appeals; she was taken about six years ago, and condemned soon afterwards, and the cause has not yet been heard in the Court of Appeals.

Do you know of any instances where loss has happened either to the captors or claimants, by the money remaining in the hands of the prize-agents?—I do not know from my own knowledge; it never happened to me.

Did the house of Willis and Waterhouse, the principal prize-agents in the island of Jamaica, lately stop payment?—I have heard so.

What is the general character or description of persons usually employed by Petty Officers and seamen at the out-ports for the receiving their prize-money?—People that Captains of men of war have a very bad opinion of generally; and I always discouraged my people from having any communication with them.

Are you of opinion that it would be advantageous, in cases of appeal, to have making the recalls, which place them in a point of view by no means respectable; but they originated from a quarter which has since ap-

---

the proceeds of prizes vested in the funds for the benefit of the parties, who may be eventually entitled thereto?—Yes.

Do you think the commission of five per cent. on the net proceeds of prizes, would be a fair and sufficient general compensation to the agents for their trouble in the business?—Yes, I think it is quite sufficient, without their retaining the money in their hands.

Have such Petty Officers and seamen, who may return to England from abroad previous to the distribution of prize-money, any difficulty in obtaining what may be due to them?—Very great difficulty. I have been frequently applied to to assist men in getting their prize-money under such circumstances; and as no recalls for the captures in which they were concerned were made in England, I have been unable to render them any effectual assistance.

In what time from the capture has the distribution of the proceeds of the enemy's ships of war and privateers purchased by Government, in which you have been concerned, usually been made?—Seldom sooner than a year.

Was there any cause which prevented the early distribution of the whole proceeds of the enemy's ships and vessels of war which you captured?—The agents were always longer receiving the value of ordnance stores than what was purchased by the Navy Board, and, in some instances, the hull and naval stores were paid for and distributed, and a second distribution made of the proceeds of the ordnance stores.

Was it the practice of the house of Willis and Waterhouse at Jamaica, to make advances on account of prize money to the Officers and men belonging to ships making captures, previous to distribution?—I knew one instance of it in the ship I commanded to the men, and I believe it was their practice.

Who were the agents for the ships you commanded?—Messrs. Maudes were always concerned for the prizes made at home, and generally joined with some person at the port where the prize was sent in: in Jamaica, Messrs. Willis and Waterhouse, and the Secretary of the Admiral on that station, were agents for the captures made by the ship which I commanded; the joining the Admiral's Secretary with the active agent abroad, I believe, has been a general practice.

During the time you was at Jamaica, did Messrs. Willis and Waterhouse transact your business as prize-agents upon a general power of attorney, or did you give a special power for each capture?—Upon a general power.

GRAHAM MOORE.

Chs. M. Pole.
Ewan Law.
John Ford.
H. Nicholls.
W. Mackworth Praed.

The Examination of John Bedingfeld, Esq. Inspector of Seamen's Wills; taken upon Oath the 2d of July, 1803.

Have you been in the practice of witnessing the orders of parties for the payment of prize-money?—Yes.

peared to us not entitled to much attention, namely, the narrative of a person who, when summoned before us, refused to give evidence.

We have examined one of these agents *, who has been engaged many years in a most extensive way in the business of recalls, and we should not be justified if we were to impeach his integrity by any thing that has been proved before us; still we feel ourselves obliged to declare, that the mode of conducting this part of the business has been very loose and unsatisfactory, furnishes grounds for jealousy and suspicion, and might be made a cover for fraud.

It will tend to elucidate the sort of irregularities to which we here allude, if the nature and form of a distribution list be first described. It is a book with the leaves divided into six parts or columns.

* See Mr. James Poulain's Examination, page 134.

Under what circumstances and authority have you done so?—I have done it in cases of seamen discharged from his Majesty's service, and under the provisions of the act of the 32d George III. Cap. 34. Sect. 2.

Are orders for the payment of prize-money, under seven pounds, authorized by any law that you know of, if witnessed by the Captain of the ship to which the party belongs, or the minister and churchwarden of the parish where he may reside, if on shore?—I do not know of any act of the Legislature which renders those orders legal; the seventh clause of the above-mentioned act relates to sums due for services in the navy, to be paid by the Treasurer of the navy, and consequently relates only to wages; and the two acts 26 George III. Cap. 63, and 32 George III. Cap. 34, take no cognizance of orders witnessed before the ministers of parishes.

Have you been in the practice of making out checks for the payment of prize-money upon powers of attorney, in which a great number of persons have joined?—Yes. The Solicitor of the Admiralty aud Navy Boards stated to me, that it was his opinion it was not necessary that any limitation should be made in the number of granters in a power of attorney.

What do you conceive are the charges made by inferior agents for receiving prize-money?—I have known instances in which agents have charged, as directed by Mr. Grenville's act, sixpence in the pound. I have known an instance, on the other hand, in which ten shillings and sixpence in the pound have been retained. The person who made this charge was afterwards executed for forgery.

J. BEDINGFELD.

Chs. M. Pole.
Ewan Law.
John Ford.
Henry Nicholls.
Wm. Mackworth Praed.
Henry Ford.

[*To be continued.*

Poetry.

THE SPIRIT OF THE STORM.

AN ODE.

WHEN fiercely raves the arctic storm,
And howling winds the seas deform,
O'er shaking hills I urge my car,
To rule the elemental war.
Proud Nature owns my potent sway,
And trembling bows before my throne,
While round her form the lightnings play,
I mock the feeble sufferer's groan:
'Tis mine the boundless deep to heave
In mountains to the gates of heaven,
And mine, the cloud-formed gloom to weave,
Whose shades involve the polar even.

When round the struggling vessel's keel
The ocean's maddening waves congeal,
And the dim moon, with crimson'd rays,
Upon the stiffened canvass plays,
How the blood freezes in each vein,
While they that far from home exil'd
Behold the waters of the main
In chrystal mountains round them pil'd!
Yet still they hope these scenes to brave,
To tread the icy-mantled sea,—
I seal their doom, no power can save,
Or my devoted victims free!

Obedient to my dread behest,
The whirlwind's breath rends Ocean's breast,
While Ruin scorns Distraction's cry,
The frantic sufferers shriek—and die.
Lo! the fond mother scales the height,
Whose brow defies the tempest wild,
And there she spends the fearful night,
To hail her long-expected child;

Her hoary locks float on the storm,
Fierce on her head the wild winds beat,
When from the deep her son's pale form
I toss at her convulsing feet.

While Frenzy fires her straining eye,
Her piercing accents rend the sky;
As wild she tears her silvered hair,
That falls upon her bosom bare;
Now death smiles dimly on his prey,
As the lost maniac to her breast
Clasps the beloved insensate clay,
And plunges in the watery waste.
These are the triumphs of my reign,
And these the trophies of my power,
When riding on the wintry main
I rule Destruction's fated hour.

From the dark bosom of the cloud,
That bears my form o'er Lapland's flood,
The meteor's vivid flame I urge,
Far glittering o'er the icy surge:
Lured by its ray the native braves
The unknown horrors of the dell,
Where scowling night in gelid caves,
On darkness thron'd, delights to dwell.
Hear, ye fierce demons of the air,
Preserve yon savage in the wild;
For know your monarch loves to spare
The rude north's tempest-beaten child.

Where Freedom cheers her western clime,
From Andes' brow that towers sublime,
I hurl the whelming wreaths of snow,
To chasmed vales that groan below.
Down his dark rocks the vapours glide,
That mingling seem a surging deep,
While o'er the troubled aerial tide,
On sable wings I proudly sweep;
The dryads of the distant wood
Awake their wildest screams of woe,
As swift I tear the storm-fraught cloud
That lays the waving kingdoms low.

When Cancer owns the solar ray,
And pours his fervors on the day,
That shines unhail'd by Freedom's smile
On dark Ambition's Indian isle,
At Retribution's dread command,
  The minister of wrath I fly,
To crush the dome with giant hand,
  That Guilt, triumphant, rear'd on high:
Unawed the son of Afric smiles,
  As Death and Ruin scour the plain,
They end his long unpitied toils,
  And burst his blood-encrusted chain.

Yes, the tremendous power is mine,
To shake Oppression's hated shrine;
My hand unnerves her coward soul,
While Heaven's avenging thunders roll;
I guide the flame-wing'd lightning's course,
  I bid the struggling earthquake groan,
While the tornado's fearful force
  Shakes the bright summer's tropic throne;
I rule the spirits of the deep,
  I drive them to their oozy caves,
When bounding from the cloud-crown'd steep,
  I revel on the foaming waves.

ADELINE.

Edinburgh.

~

IMITATION

OF ODE XVI. OF THE ELEVENTH BOOK OF HORACE.

OTIUM DIVOSQUE.

WHEN jolly JACK afar is bound,
  Some hundred leagues from British ground,
    His course rude Boreas stopping;
He looks askew at low'ring skies,
Thinks of his Sally's sparkling eyes,
    And longs for ease and Wapping.

In London, negro beggars pine
For ease, in huts beneath the line,
Remote from beadles sturdy;
The poor Savoyard, doom'd to roam
In search of halfpence, sighs for home,
And spins his hurdy gurdy.

Ease loves to live with shepherd swains,
Nor in the lowly cot disdains
To share an humble dinner—
But would not for a turtle treat
Sit with a miser or a cheat,
Or canker'd party-sinner.

In Britain, Ease makes Labour glad—
She travels with the merry lad,
Who whistles by his waggon;
Bids him not envy *Fox* or *Pitt;*
Whilst ale-inspiring, homespun wit
Flows from the guggling flaggon.

Care's an obtrusive craz'd physician,
Who visits folks of high condition,
And doses them with bitters;
Claps caustics on the tend'rest sores,
And won't be turned from great men's doors
By footmen or beef-eaters.

Some, to avoid this frantic pest,
Sail to the north, south, east, or west—
Alas! Care travels brisker;
Light as a squirrel he can skip
On board a ninety-four gun ship,
And tweak an Admiral's whisker!

The lamp of life is soon burnt out,
Then who'd for riches make a rout,
Except a doating blockhead;—
When Charon takes 'em both on board,
Of equal worth's the miser's hoard,
And spendthrift's empty pocket.

In such a sorry world as this,
We may not hope for perfect bliss
And length of days together;
We have no moral liberty
At will to live, at will to die,
In fair or stormy weather.

ROCKINGHAM, good as he is great,
Was seiz'd by unrelenting Fate,
Our freedom whilst he guarded;
Others, whom, if it pleas'd the Lord
To take 'em, we could well afford,
May live as long as Parr[*] did.

Many I see have riches plenty,
Fine coaches, livery-servants twenty—
But envy never pains me;
My appetite's as good as theirs,
I sleep as sound, as free from fears—
I've only what maintains me.

And while the precious joys I prove
Of John's true friendship, and the love
Of bonny blue-eyed JENNY—
Ye Gods! my wishes are confin'd
To health of body, peace of mind,
Clean linen, and a guinea.

* * *

THE MIDSHIPMAN's COMPLAINT.

WHEN in the cockpit all was grim,
And not a Mid. dared show his glim,
A youth was all alone;
He scratch'd his sconce, survey'd his clothes,
Then took the other cheering dose,
And thus began his moan:—

---

[*] Old William Parr, of Bristol, who lived 130 years.

" A curse light on that fatal day,
" When I from home was led astray,
" In this dire hole to dwell;
" If I had in my country staid,
" I then had learnt some useful trade,
" And scorn'd the white lappel.

" When first on board the ship I went,
" With belly full I was content,
" No sorrow touch'd my heart;
" I view'd my coat so flash and new,
" My gay cockade and hanger too,
" And thought me wond'rous smart.

" But soon, too soon, my cash was spent,
" My hanger pawn'd, my coat was rent,
" My former friends I miss'd;
" And when of hardships I complain,
" My mess-mates swear 'tis all in vain,
" And ask what made me list?

" Shiv'ring I walk the quarter-deck,
" And dread the stern Lieutenant's check,
" Who struts the weather side;
" With glass and trumpet in his hand,
" He bellows forth his harsh command,
" With arrogance and pride.

" But hark! I hear the caitiff tread;—
" Another dose, and then to bed,
" Of ev'ry joy bereft;"
He shakes his bottle with a flout,
The poor half-pint was quite strain'd out,
Not one kind drop was left.

The youth with rage indignant burns,
Into his hated hammock turns,
Alas! not long to sleep;
The Quarter-master, with hoarse tongue,
Shakes him, and says the bell has rung;
He's rous'd the watch to keep.

Rising, he cries, "tip us a light,
"Old Square-toes, here, how goes the night?"
"Why, Sir, it rains and blows;"
"O! damn my eyes, I hear the rout;
"D'ye spy a stray great-coat about?"
Then swearing up he goes.

* * *

THE MERMAID'S SONG.

SEA Nymphs, sea nymphs, follow me
Through the azure-gliding wave:
Sea nymphs, sea nymphs, follow me
Down to Ocean's pearly cave:
There, through coral groves we'll stray,
There we'll braid our flowing hair;
Or with am'rous Tritons play,
Or bedeck the grot with care.

Sea nymphs, sea nymphs, follow me,
See the storm begins to low'r;
Let us quit this troubled sea;
Let us seek the coral bow'r:
Hark! the foaming billows dash!—
Hark! the awful thunders roar!—
Plunging, let us 'scape the flash,
Or we sink to rise no more.

* * *

SONNET,

WRITTEN ON A ROCKY EMINENCE OVERHANGING THE SEA.

YE rocks sublime! whose tops, depending o'er
The restless main, form my wild, lonely seat,
Where oft I hear the loud and solemn roar
Of foaming billows breaking at my feet!
In your retreats can peace of mind be found?
Contented bliss? serenely-sweet repose?
Ah, yes! the gales that whisper soft around,
Seem like meek pity's voice to heal my woes.
Here, while I watch the waves, as on they roll,
And view their white heads at a distance rise,
Peace once again returns unto my soul,
And pale despair far from my bosom flies:
Hail, then, ye solitudes! which sooth my grief,
And to my aching bosom bring relief.

S. E.

Law Intelligence.

COURT OF KING's BENCH, February 23.

SIR ANDREW SNAPE HAMOND AND OTHERS *v.* BRENTS.

THE plaintiffs are Commissioners of the navy, the defendants are shipbuilders, with whom Mr. Randall, lately deceased, was in co-partnership. Messrs. Brents and Randall contracted to build a 74 gun ship, to be called the Ajax, to be classed as a third-rate ship of war. The Commissioners agreed to pay 20l. for each ton, and the contents were not to exceed 789¼ tons, unless the contract were extended under special orders from the purchasers. It is well known that Government, in its contracts for the navy, except particular conditions, for the sake of public security. All the timber is to be of the growth of this country, excepting certain planks, which form the lining at the bottom; particular directions are given for the crutches, knees, riders, &c.; the bolts are to be fastened in a peculiar way; all the iron is to be of the best Swedish quality; and the whole frame is to be well grooved together. Minute directions are also given for the caulking, on which the safety of the crew so materially depends. A model of this vessel was produced in Court, in order to facilitate the comprehension of this curious and intricate subject. Mr. Erskine stated, that the immense public establishment for the structure of ships of war being yet inadequate to the supply of the British navy in the present extensive armament, it had been found necessary to resort to private assistance, and Messrs. Brents and Randall had been applied to for the construction of the Ajax, which was connected with the present cause. The Ajax was built; she was sent to the Downs; she commenced her voyage and returned suddenly into port, when the Captain sent a report to the Admiralty, stating, that he had quitted the Channel fleet on the 2d of November last, and that his ship, on examination at Spithead, appeared not to be built according to the uniform regulations of the Board of Admiralty. A subsequent survey was made, which confirmed this report; and the jury were now to enquire, what was the extent of the injury sustained by the neglect of the defendants, that the public might receive the fit remuneration from their verdict.——Lord Ellenborough interposed. "Can we determine a case of this kind, relating to the construction and proportions of this complex machine, so as to do justice to the parties? Will it not be better to refer it to the decision of some person who will have time and opportunity to enquire into the facts?"

After a long conversation between Messrs. Erskine, Garrow, and Lawes, on the one side, and Messrs. Gibbs, Moore, and the defendants, on the other, it was agreed that a verdict should be taken for the damages stated in the declaration, subject to the award of Mr. Holroyd, who had permission to enlarge the time at his own discretion.

Imperial Parliament.

HOUSE OF COMMONS.

MONDAY, FEB. 27.

MR. PITT, in the course of the debate on the second reading of the Volunteer regulation Bill, having expatiated largely on the military defence of the country, observed, that it became Ministers and the House to consider well, whether every thing had been done which ought to have been done, in another branch, that of the naval defence. He felt no kind of dislike or opposition to those at the head of that department; nor did he wish to speak on any subject that night with the smallest degree of asperity; but he did not speak lightly when he said, that while the danger was greater than ever, our exertions in the defence of the coast were by no means equal to those of former periods. A day, however, might come, to say more on that subject. The House must recollect, that on their present deliberations much of the safety and the blood of the country depended, and no minor considerations should be suffered to prevail when such pre-eminent interests were at stake.

Lord Castlereagh replied, that on this subject he was glad to be able to present the House with accurate statements, in which they would see, on a comparison of our present state with our state of naval defence in an advanced period of the last war, that our exertions had been very great. To begin with ships of the line: we had at present, in commission, ninety-one; last war, that number was not reached till the third year. Of frigates, we had now manned one hundred and twenty-nine; a number we had not, last war, till 1798. Of armed ships of various kinds, we had now two hundred and eight, which was as numerous as in 1798. So that upon the whole we had four hundred and eleven ships of war already, though not a year had elapsed since the commencement of hostilities; whereas last war, at the end of the year 1795, we had but 375. At the end of the first year of this war, we find ourselves as strong in naval defence as in the fourth year of the last war, when we gained the two great and celebrated victories of Lord Howe and Lord Bridport. All this statement was exclusive of the East India Company's shipping, which consisted of 20 ships; of those of the Trinity equipped and manned, of 10 ships; of various small craft to the number of 602, at different ports; of the armed vessels in the dock-yards 373; and of armed vessels on the Irish coast 137; making altogether, 1,122 armed vessels, exclusive of our regular ships of war. Our seamen, too, amounted to 77,012; whereas it was not till the end of two years in last war, that they equalled that number. Our marines were 11,990, which they were not last war till 1796, a space of about three years. From all this statement of facts, his Lordship concluded, that the present state of naval defence was such as must give complete satisfaction to every person who candidly considered that important subject.

Mr. Pitt explained. He had made no comparison of the last and the present wars, but had simply stated his opinion on the present naval defence. He had not particularly spoken of ships of the line;

and it should be recollected with respect to seamen, that we started, last war, with only 18,000, and this war with 50,000.

The *Chancellor of the Exchequer* defended; and Captain Markham challenged inquiry into the conduct of the Admiralty.

WEDNESDAY, FEB. 29.

In the debate, on the House resolving itself into a committee on the Volunteer Regulation Bill, *Colonel Craufurd* observed, that a comparison had been drawn between the present state of our navy and that of former years. This kind of answer, however, he could not approve of, unless it could be shewn that our present situation was similar to that of former years. It was insulting to common sense to draw such a comparison. Another defence of the Admiralty, had been, that the public were satisfied, and that the rate of insurance was low, because the underwriters found that very few of our merchants' vessels were taken. This he could easily account for; it was because the enemy at present did not aim at destroying our commerce: on the contrary, they rather wished to encourage it, in order afterwards to reap the benefit of our riches, when they effected our subjugation. He had heard it surmised, that very great neglect attached to those who managed the late blockading squadron; for it was asserted, that the guns were not received on board in proper time.

Admiral Berkeley spoke to the following purport:—" I was brought up under the Noble Lord who is now at the head of the Admiralty; and, from my gratitude towards him, and my reverence for his character, it is with great reluctance I deliver my sentiments in opposition to the conduct of that department over which he presides. My pain on this occasion is, however, relieved by the necessary absence of the Noble Lord from the scene of his public duty, which has occasioned the business to devolve on the juniors in that national establishment, to whom the errors are to be attributed. There is not an Officer in the navy, from the highest to the lowest, who will not acknowledge, that the preparations are inadequate to meet the exigences of the times. Our coasts, instead of being in a respectable state of defence, in many points of importance are exposed and abandoned. There is as much resemblance between a first-rate ship and Noah's ark, as between the system of defence that might have been adopted, and that to which these agents have resorted. I have heard it said, by a Lord of the Admiralty, that the enemy have nothing but fishing boats. This petty craft turns out to be first-rates and 74 gun ships, as numerous as our own. Besides these, the French have four or five hundred gun-boats, to which we have nothing to oppose. What apology can be urged for this scandalous neglect? I thought myself extremely happy when I heard an honourable friend of mine pledge himself, that this subject should meet a solemn enquiry. It is not prudent to admit the enemy to land upon our coasts; we should have a naval force of every description, competent to meet the foe on the element to which we are accustomed; and the neglect of those means of protection calls for the severest censure."

Captain Markham replied:—"I cannot but consider such observations as these, at the present period, to be highly improper; and, if the Hon. Admiral have any complaint to make, it should be submitted to the attention of the House under an express motion, instead of being thus unhandsomely intruded into this debate. I hear the words unparliamentary language whispered near me, but I must be permitted to express myself strongly, when I feel so acutely the observations of the Hon. Admiral. The faculties of the Noble Lord at the head of the Admiralty are in their full strength and exercise; but how much advantage the Hon. Admiral may have derived from the early application of these powers may not be so easily ascertained. He has, however, so far trusted to his discernment, as to attribute the blame of all the neglect he has complained of to the young persons who have been principally active in the naval department. With regard to my own experience, I shall think it decent to be silent; but the same reserve will not be necessary in regard to my colleague. The first voyage he performed was a service of no less than twelve years in the East Indies. I will not be so disrespectful to the Hon. Admiral as to enquire of him in what situation of foreign service he has been engaged. The Hon. Admiral admits, I think, that in the present state of the coast of Boulogne, forming one immense battery, it would be impossible for our frigates to make any impression; yet he seemed much inclined to insinuate, that the boats, in respect to which so much neglect had been committed, might have made a considerable impression on the enemy. This assertion to me appears wholly incomprehensible. It has been said, we ought to have a vast number of small boats to oppose the similar craft of the enemy. Absurd and ridiculous! Gentlemen may smile at the phrases I employ; but accustomed to the hard duties of my profession, I have adopted the coarseness of its language, so unusual within these walls. If the Hon. Admiral be so much attached to this craft crawling along the coasts, and think so highly of its utility, I have no doubt the Admiralty will be disposed to coincide with his wishes, and to give him a responsible command. The Hon. Colonel said, guns were not ranged along the coast, and seemed to me to attribute blame to the naval department for this omission. Does not that Hon. Member know, that this matter devolves on the Ordnance, and has no relation whatever to the former? Yet, when I point out where the duty lies, I must observe, that there appears to me no part of the public service performed with more promptitude and ability than that to which I am now referring. I do not wish minutely to enter into the question, how far the boats deserve that consequence which has been attributed to them? but this I may affirm, that it was impossible to fill the unreasonable expectations of certain persons; and that, instead of there being any real objection on the ground of delay, some of them were fitted out with so much expedition, particularly at Deal, that they were not properly provided, and the real utility was sacrificed to expedition. The Hon. Colonel said further, that the rate of insurance was no indication of the activity in the Naval Department, because Buonaparté had converted all the privateers into gun-boats, and hence he argued no risk of capture was incurred. Buonaparté did not possess that discernment which I am disposed to attribute to him, if he brought these privateers and their crews from any useful engagement so long before he wanted them, to assist him in his project of invasion. The real fact is, he was chargeable with no such act of impolicy; no captures could be made, because the vigilance of the Admiralty had blocked up the force of the enemy. Hence arose that confidence in the mercantile interest, to which I appeal; and hence that advantageous rate of insurance which I consider the best criterion by which an opinion of that vigilance may be formed."

Mr. *Fox* said:—As to the Naval system of the country, much as I respect the Noble Earl who is at the head of it, and much as I admire his talents, and the great services he has rendered the country in the course of his long and varied professional life, I have much to say, and something to blame; but as that subject will undergo, most probably, a regular discussion on some other day, I shall abstain from troubling the House with my sentiments at present."

Mr. *Pitt*, who again went over the whole system of our national defence, closed a very long and animated speech as follows:—"I have, I fear, detained the House too long, but I cannot sit down without explaining what dropped from me in a late debate relative to the Naval Department. My apprehensions upon that head were raised by reports from different parts of the coast; and I had also grounds, from my own personal knowledge, to form, in some degree, an opinion on the subject. I have now to declare, that if these apprehensions prove well founded, I shall feel it my duty to institute an enquiry into the conduct of the Admiralty. I have a great and just regard for the past services of the Noble Lord who presides over that department, whom I consider as one of the most meritorious of his Majesty's subjects, and I shall be happy to find my apprehensions removed; but should they be clearly confirmed, it will become my duty, whatever reluctance I may feel on the occasion, to move for an enquiry, and to carry the subject of complaint to the foot of the Throne."

TUESDAY, MARCH 6.

Sir William Elford said, that he had formerly given notice of a motion relative to the dismissal of Mr. Marshall, one of the builders in the dock-yard at Plymouth; but as certain circumstances had since come to his knowledge, and as a Right Hon. Gentleman (Mr. Pitt) intended soon to bring forward some enquiry into the Naval Department, he would now defer his motion, in hopes that such an investigation would remove any doubts he entertained on the subject.

The Royal Marine Mutiny Bill was read a third time and passed.

Gazette Letters.

ADMIRALTY-OFFICE, FEB. 7, 1804.

Dispatches, of which the following are Copies, have been received at this Office, from Rear-Admiral Sir John Thomas Duckworth, K.B. Commander in Chief of his Majesty's Ships and Vessels at Jamaica:—

SIR, *Echo, Port-Royal, Sept.* 10, 1803.

HAVING in my letter of the 17th of July, transmitted you, for the information of the Lords Commissioners of the Admiralty, Captain Bissell, of the Racoon's letter, on the very spirited manner in which the capture of the national brig Lodi had taken place at anchor in Leogane; it is now, with great pleasure, I add to it, his account of the destruction of the national brig la Mutine, on the coast of Cuba, wherein it appears a superior degree of professional abilities, with great gallantry, were displayed; and I trust he will be honoured with their Lordships' protection.

I have the honour to be, &c.

Sir Evan Nepean, Bart. J. T. DUCKWORTH.

Racoon, off the East End of Jamaica,
SIR, *August* 20, 1803.

Upon receiving the intimation that the French privateers, which were long since supposed to have been fitting out in the ports of Cuba, had probably put to sea, I worked up along shore from Lucca to the east end of Jamaica, to see the coast clear, and then crossed over to St. Jago de la Cuba, where I saw four French schooners at anchor, apparently armed; I of course watched the port very narrowly, and in a few days I fell in with three of them at day-light in the morning, two of which I have captured, after tedious chases, from their separating on different courses, and the other I drove on shore in a small bay, where she was inevitably lost.

On Wednesday the 17th, at one, P.M. I observed a brig coming along shore, which soon after hauled her wind to speak a schooner which had been avoiding us all day. At three they bore up together, under all sail, with a strong breeze:—I stood off until certain of fetching them, and then made sail in shore. At a quarter past four the brig hoisted French colours and fired a gun, still keeping within half a mile of the shore under a press of sail. At twenty minutes past four she fired her broadside at us, and attempted to cross our hawse, which I was fortunate enough to prevent, for I ordered the helm to be put hard-a-port to board her, though going eight knots at the time, and fired a broadside at her, which, from being nearly aboard each other, brought down his studding sails, topsails, &c.; he then luffed up and ran on shore on the rocks in a small bay, and struck his colours. To avoid a similar fate, I was compelled to heave in stays; and when we wore round, our stern was nearly in the breakers. In this position we fired our opposite broadside to effect her destruction. In about half an hour she hoisted her ensign again, and I made several short tacks near her, firing upon her in passing. Towards sunset her mainmast went over the side, and she fell on her beam ends. At this moment Mr. John Thompson, the master, asked my permission to go with a few picked men, and endeavour to burn her; an enterprize it would have been unjustifiable to admit of undertaking, from her having landed boats full of armed men, and lined the shores; but the gallantry of the master could not fail of exciting my admiration, and will, I am sure, meet your approbation. I watched the brig all night, and in the morning her masts were all overboard, and she lay a perfect wreck full of water. I have since learned her name is la Mutine, national brig, carrying eighteen long 18-pounders, and was full of men, from Port au Paix bound to St. Jago; but I have not been able to obtain the name of her Captain.

I regret that I was not able to secure to the service so fine a vessel as la Mutine appeared to be; but, under the circumstance of having the two lieutenants and forty two men absent in prizes out of this sloop's company, you will, I trust, feel satisfied that no effort was left untried, and that Mr. Thompson the Master, and the remaining part of the crew, have performed their duty on this occasion with credit.

The schooner which was in company made her escape, notwithstanding the endeavour of Lieutenant Wright, in charge of one of the prizes, who used all possible means to disable her.

I have, &c.

Sir John Thomas Duckworth, K. B. AUSTIN BISSELL.
&c. &c. &c.

SIR, *Shark, Port Royal, October* 24, 1803.

The accompanying letter from Captain Bissell, of the Racoon, exhibits fresh marks of his gallantry and professional ability, which I am confident will secure him the honour of their Lordships' notice and protection.

I am, &c.

Sir Evan Nepean, Bart. J. T. DUCKWORTH.

Racoon, Port Royal Harbour, Jamaica,
SIR, *October* 20, 1803.

I beg leave to inform you, that in the afternoon of the 13th of October, when standing in for the coast of Cuba, I observed several vessels to windward coming close along shore, all of whom hauled in towards Cumberland Harbour before sun-set: having heard of the evacuation of Port-au-Prince, I anchored in a small bay, in expectation of seeing them coming past us in the night; day-light of the 14th discovered to us nine or ten sail, a few miles to the windward of us, nearly becalmed; I got under weigh with a fine land wind, and chased them; at half past six, a brig, schooner, and cutter, (full of men,) hoisted French colours, and fired guns to windward. The brig attempted to get in shore of us, while the other two, with the assistance of their sweeps and boats, endeavoured to join her. The land-breeze however carried me within gun-shot of the brig, and after firing a broadside or two at her, she struck. I had only time to send an Officer, and a small party of men, to secure her, before my attention was called to the schooner and cutter, who had by this time got nearly within gun-shot, and were firing at us. Calms and baffling airs prevented me from getting nearer to them till ten o'clock, when the sea breeze set in; at eleven they bore up together, evidently with a determination to board us; the cutter steering for our bows, and the schooner hauling out to pass astern; I shortened sail to receive them, keeping the brig under sufficient command to counteract their design; when within pistol shot, I fired a broadside at the cutter (which was as speedily returned with long guns and musketry), then wore round, and fired the other into the schooner, and so on alternately, keeping up a running fight, and preventing either of them from raking us. This kind of engaging lasted more than an hour, both schooner and cutter keeping up an incessant fire of musketry; nor was it until the cutter was literally beaten to a wreck and had many men killed, that she struck her colours. The schooner seeing her companion fall, made off under all sail. Lieutenant Lawrence took possession of the cutter with peculiar alacrity, and I then made sail after the schooner with a fresh breeze. At one, P.M., I again got within gun-shot of her, and after firing a few shot she surrendered without further resistance. After gaining possession of the schooner I chased another brig (which proved to be an American), then stood in shore to rejoin the brig I had taken in the morning, but had the mortification to find, that while I was engaging the schooner and cutter, they had overpowered the Officer, and had run her on shore on the rocks, where they had all landed with their arms. I have, however, got all my men back safe. The brig was called la Petite Fille, national gun-brig, commanded by Monsieur Piquet, Lieutenant de Vaisseau, and had on board one hundred and eighty troops, including about fifty Officers of all ranks. The schooner la Jeune Adele, of six small guns, commanded by M. Serin, Lieutenant de Vaisseau, and had on board eighty troops. The cutter, l'Amelie, commanded by Monsieur du Puy, Ensign de Vaisseau, and carrying four long guns and many swivels, with upwards of seventy troops. The two latter were also national vessels, and had on board twenty-two Officers.

The Commanders of these vessels have since told me, that they were apprised of our being on the coast, and that they had planned their mode of attack in Cumberland Harbour, having determined on boarding us: their loss is about forty killed and wounded. I feel great pleasure in informing you, that I had not a single man killed: the only person hurt was Mr. John Thompson, the Master, who received a violent contusion in the early part of the business, which deprived me of the farther services of a truly brave and meritorious Officer. The active conduct of Lieutenant Lawrence, throughout the day, has fully established the character you gave him, with his commission. From the perfect satisfaction the crew had given me on former occasions, and their steady and resolute behaviour on this, I have no doubt if the three vessels had succeeded in boarding (which, had the calm continued, it would be extremely difficult, if not impossible to prevent), they would have met with a resistance worthy of British seamen, and that they would have had only to boast of a very dear bought conquest.

The damage the Racoon has sustained is immaterial, being principally in her sails; but the very disabled state of the prizes, and having expended nearly all the shot on board, will, I hope, plead my excuse for returning to port before I was regularly recalled.

I have the honour to be, &c.

(Signed) AUSTIN BISSELL.

To Sir John Thomas Duckworth, K. B.
Rear-Admiral of the Red, and Commander
in Chief, &c. &c. &c.

SIR, *Shark, Port Royal, Nov. 30, 1803.*

The Caracol passage, the eastern entrance of the harbour of Cape Francoise, having afforded the enemy the means of obtaining refreshments from Monte Christe, and the former Spanish part of St. Domingo, which I was convinced must protract the blockade, I directed Captain Loring to place a frigate at the entrance of Manchineel bay, with the hope of checking effectually that intercourse, which I have the pleasure in being able to acquaint you, for the information of the Lords Commissioners of the Admiralty, has been completely performed by Captain Mudge in the Blanche, and the boats of that ship, having taken and destroyed twenty-four sail of small vessels in less than a month, among which are the two recited in the accompanying letters, wherein I feel their Lordships will think great enterprize and gallantry has been displayed, and most conspicuously in Mr. John Smith, the Master's Mate, who I shall directly give an order to act as Lieutenant till their Lordships' pleasure is known. I am, Sir, &c.

Sir Evan Nepean, Bart. J. T. DUCKWORTH.

His Majesty's Ship Blanche, Manchineel Bay, Nov. 4, 1803.

SIR,

This morning an armed schooner was seen coming out of the Caracol passage, which was instantly attacked by the launch, under the command of Mr. John Smith, Master's Mate, which, after a warm dispute of ten minutes, was carried. It is impossible for me to find words to express his general good conduct; and his having taken this vessel, so very far superior to the launch, and having passed for a Lieutenant these twelve months, will, I trust, allow of my recommending him for promotion.

She is one of the finest vessels (of her class) I ever saw, and is fit for his Majesty's service; she had one long nine pounder and thirty men when taken; but can mount eight six-pounders.

I have the honour to be, &c.

(Signed) ZACHARIAH MUDGE.

I have omitted mentioning the Honourable Frederick Berkley; but the only apology I can make is saying he behaved nobly, and was much to be envied.

Z. MUDGE.

Launch—One killed and two wounded.

Schooner—One killed and five wounded.

His Majesty's Ship Blanche, Manchineel Bay, Nov. 5, 1803.

SIR,

Having gained intelligence that there was a large coppered cutter full of bullocks for the Cape, laying close under the guns of Monte Christe (four twenty-four pounders, and three field pieces): notwithstanding her situation, I was convinced we could bring her off; and at two this morning she was masterly and gallantly attacked by Lieutenant Lake in the cutter, and Lieutenant Nichols of Marines in the barge, who cut her out; she is ninety-two tons burthen, coppered close up and fastened; with two four-pounders, six swivels, and twenty muskets.

This affair cost me two men killed and two wounded. I have taken, since my last, eleven small vessels, but chiefly with passengers.

I am, &c.

ZACHARIAH MUDGE.

Blanche—Two killed by the fort, two wounded by the cutter.

French cutter—Six wounded, two of them mortally.

I have landed sixty-nine prisoners under a flag of truce, at Monte Christe, and have receipts for the same.—Cargo, fifty two bullocks.

On board his Majesty's Sloop Shark, Port Royal, Jamaica, Nov. 30, 1803.

SIR,

I transmit you enclosures for the information of the Lords Commissioners of the Admiralty, stating an attempt at capitulation made by General Rochambeau on the 19th instant, from which I hope the period is not far distant, when it will be brought to a proper issue for the whole of St. Domingo.

I am, &c.

Sir Evan Nepean, Bart. J. T. DUCKWORTH.

ARMEE DE ST. DOMINGUE.

Au Quartier General du Cap, le 27 Brumaire,
An 12 de la République Françoise.

Le General en Chef à Monsieur le Commodore Loring, commandant les Forces Navales de Sa Majesté Britannique devant le Cap, &c. &c. &c.

MONSIEUR,

Pour prevenir l'effusion du sang, et sauver les debris epars de l'armée de St. Domingue, j'ai l'honneur de vous envoyer deux Officiers chargés de mes instructions à l'effet d'entrer en accommodement avec vous; le General de Brigade Boyé, Chef de l'Etat, Major-General, et le Capitaine de Vaisseau Barré, sont chargés de vous remettre ma lettre. Je les ai choisi pour avoir l'avantage de traiter avec vous.

J'ai l'honneur d'etre, avec la plus grande consideration, Monsieur,

D. ROCHAMBEAU.

Copy of the Propositions made by the General Rochambeau to evacuate Cape Francoise, St. Domingo.

I. The General Rochambeau proposes to evacuate the Cape, himself and his guards, consisting of about four or five hundred men, to be conveyed to France without being considered prisoners of war.

Not Granted.

II. The Surveillant and Cerf to be allowed to carry him and suite to France.

Not granted. (Signed) JOHN LORING.

SIR, *Bellerophon, off Cape Francoise, Nov. 19, 1803.*

I have to acquaint you, on the subject communicated to me by General Boyé and Commodore Barre, of your desire to negociate for the surrender of Cape Francoise to his Britannic Majesty. that I send for the purpose, and to know your final determination, Captain Moss. of his Majesty's ship la Desirée, in order to agree with your wishes, insomuch as is consistent with the just rights of his Britannic Majesty on that point.

I have also to inform you my instructions confine me to the French Officers and troops in health being sent to Jamaica, and the sick to go to France or America. The transports to convey them being first valued, and security given by the Commander in Chief, for the due payment of the valuation by the French republic. The white inhabitants of the Cape will not be permitted to go to Jamaica.

Such are the parts of my instructions with which I am bound to comply in any agreement for the surrender of Cape Francoise.

I have the honour to be, &c.

General Rochambeau, Commander in Chief, (Signed) J. LORING.
&c. &c. &c.

COLONIE DE ST. DOMINGUE.

Le General en Chef de l'Armée de Saint Domingue, Capitaine General de la dite Colonie, commandant les Isles Françoises, sous le Vent, &c &c. &c. à Monsieur le Commodore Loring, commandant les Forces Navales de sa Majesté Britannique devant le Cap, &c.

MONSIEUR,

Je viens de recevoir la lettre que vous m'avez fait l'honneur de m'ecrire. Comme vos propositions sont inadmissibles, je vous prie de considerer ma lettre precedente comme non avenue.

J'ai l'honneur d'etre, Monsieur, avec beaucoup de consideration,

D. ROCHAMBEAU.

SIR, *Port Royal, 18th Dec. 1803.*

Having in my letter, No. 3, by this conveyance, stated to you, for the information of my Lords Commissioners of the Admiralty that General Rochambeau had made proposals for capitulating. which, though inadmissible, I thought soon must lead to others more reasonable, the event has justified my opinion; but I am sorry to say that Officer. whose actions are too extraordinary to account for, had, on the 19th ultimo, (previous to his proposals to Captain Loring, through the General of Brigade, Boyé, and Commodore Barre,) actually entered into a capitulation with the black General Dessalines, to deliver up the Cape to him, with all the ordnance, ammunition, and stores, on the 30th; I conclude, flattering himself that the tremendous weather which our squadron was then and had been experiencing for three weeks, would offer an opening for escape; but the perseverance and watchfulness thereof precluded him from even attempting it. On the 30th, the colours of the blacks were displayed at the forts, which induced Captain Loring to dispatch Captain Bligh, to know General Dessaline's sentiments respecting General Rochambeau and his troops, when, on his entering the harbour, he met Commodore Barre, who pressed him in strong terms to go on board the Surveillante, and enter into some capitulation, which would put them under our protection, and prevent the blacks from sinking them with red hot shot, as they had threatened, and were preparing to do, which Captain Bligh complied with, when they hastily brought him a few articles they had drawn up, which he (after objecting to some particular parts, that they agreed should be altered to carry his interpretation on their arrival at Jamaica,) signed and hastened to acquaint General Dessalines, that all the ships and vessels in port had surrendered to his Majesty's arms, and with great difficulty he obtained the promise to desist from firing, till a wind offered for carrying them out (it then blowing hard directly into the harbour): this promise he at length obtained, and the first instant the land-breeze enabled them to sail out under French colours which, upon a shot being fired athwart them, the vessels of war fired their broadsides, and hauled down their colours, except the Clorinde, a large frigate of thirty-eight guns, which unluckily took the ground abaft, and was forced to throw most of her guns overboard, and knocked her rudder off, when there was great apprehension for her safety; and I am informed by the Captains of the squadron, that we must attribute the saving her (apparently without further damage) to the uncommon exertions and professional abilities of acting Lieutenant Willoughby, with the boats of the Hercule, who, I trust, will be honoured with their Lordships' protection.

Captain Loring, after seeing the generality of the prizes taken possession of, left the Theseus and Hercule to fix a temporary rudder to the frigate, and bring the remainder with them, bearing away for the Mole; and on the second summoned the General of Brigade Noailles, who commanded there, to capitulate; this he declined doing, asserting he had provisions for five months; and herewith I transmit a copy of his letter. The numerous and crowded state of the prisoners on board all the prizes, and their being without provisions, making it necessary for Captain Loring to proceed to Jamaica, he arrived here the fifth with the Elephant and Blanche, also the Surveillante and Vertu thirty-eight gun frigates, and various other prizes, leaving the Pique to blockade the Mole, who anchored in this port the eighth, and acquainted me that General Noailles had evacuated the night he refused to capitulate, bringing in with her five out of the six vessels in which the garrison had embarked, a brig with the General on board only escaping. I send a vessel of war to England, with General Rochambeau and those Officers who are said to have participated in his cruelties at the Cape.

I am, &c.

Sir Evan Nepean, Bart. J. T. DUCKWORTH.

ARMEE DE SAINT DOMINGUE.

Division de Droite du Nord.

Au Quartier-General du Mole, le 10 Frimaire,
An 12 de la Republique Francaise.

Louis Noailles, General de Brigade, au Commodore Loring.

MONSIEUR,

J'ai recu la lettre dont vous m'avez honoré sous la date du 10 Frimaire. Je desire que vous me fassiez connoitre les termes auquels vous m'offrez de traiter avec vous.

J'ai l'honneur d'etre, avec la plus haute consideration, Monsieur, votre tres humble et obeissant serviteur,

(Signé) NOAILLES.

SIR, *Shark, Port-Royal. Jamaica, 20 Dec.* 1803.

Accompanying this you will receive, for the information of the Lords Commissioners of the Admiralty, copies of various letters, &c. Nos. 1, 2, 3, 4, 5, 6, relative to the proceedings of Captain Loring, of his Majesty's ship Bellerophon, while senior Officer of the squadron blockading Cape Francoise.

I am, &c.

Sir Evan Nepean, Bart. J. T. DUCKWORTH.

Bellerophon, off Cape Francoise,
SIR, *Nov.* 23, 1803.

Having received information that General Rochambeau's intentions are to endeavour to make his escape in a schooner, and observing yesterday afternoon several boats pass and repass between the Surveillante and an armed schooner laying in the Caracol passage, I made the signal for the launches armed to assemble on board the Blanche, and ordered Captain Mudge to proceed with them off the entrance of that passage, to intercept her, should she attempt to come out. I directed the launches to be under the command of Lieutenant Pilch of the Bellerophon, and at two A.M. she was very judiciously boarded and taken by the launches of the Bellerophon and Elephant, without the loss of a man killed or wounded, though for a short time under a very smart fire from the enemy's great guns and small arms: she proves to be the French national schooner la Decouverte, commanded by Monsieur Froyan, Ensign de Vaisseau; she had mounted six six-pounders, and six brass swivels, and fifty-two men; the enemy had two men wounded. The Officer commanding the Desirée's launch being anxious to secure the passage, got so far to the eastward of the entrance as not to observe the motions of the other boats, that he unfortunately could not join them, or get near the schooner till day-light, or I am sensible, from the character he bears, would have been as vigilant as the other boats.

I have the honour to be, &c.

Sir J. T. Duckworth. (Signed) JOHN LORING.

SIR, *Bellerophon, off Fortuda, Nov.* 30, 1803.

I have to inform you of the surrender of Cape Francoise to the General Dessalines on the 18th instant, when he attacked it at the head of the army, and agreed with the General in Chief Rochambeau for ten days to complete the evacuation.

Not having received a second proposition from Rochambeau during the suspension of hostilities between the two parties, I endeavoured if possible to learn the disposition of Dessalines, seeing his flag displayed on the forts, as to the ships of war and other vessels in the harbour; and you will see by his letter to me of the 27th, which I herewith transmit, as well as a copy of mine to him, the indefinite mode of expression he makes use of. I therefore sent Captain Bligh to explain with him.

On his arrival in the Cape he met, on the part of Rochambeau, a strong desire to agree for the surrender of the ships and vessels, which, from his declaration to destroy them, I had no reason to expect. The articles of agreement which were entered into I herewith enclose, and hope they will meet your approbation. Captain Bligh immediately made known to Dessalines the surrender of the frigates and merchant vessels to his Britannic Majesty, and requested he would give orders to prevent firing on them, which, till then, was his intention; and, after some hesitation, General Dessalines reluctantly complied. This morning the Surveillante, Cerf brig, an hospital ship, and three or four neutral schooners, came out; the whole were under weigh in the harbour, but owing to the sudden change of wind they were prevented from proceeding. I am sorry to say, the Clorinde is on shore under Fort St. Joseph, and I fear will be totally lost. I have taken possession of the vessels that are out, and left Captain Bligh with Hercule, Desirée, and Pique, to complete the evacuation of the Cape and Monte Christe. When the Elephant joins with the Vertu and merchant vessels I left in the Cape, I shall proceed with her and prizes to Port Royal, leaving the Tartar to blockade the Mole.

I have, &c.

JOHN LORING.

SIR, *His Majesty's Ship, Bellerophon.*

Not having had the honour to receive your answer to my letter of yesterday, I beg to represent, that from the tenor of your's of the 22d, I did hope to see your flag flying this morning at Fort Picolet.

As I have full confidence you will not rescind the agreement with General Rochambeau, who intends, if possible, to have more time granted him to escape, and that you will have possession of the town, and its forts, this afternoon.

I shall then be much obliged if you will send me some experienced pilots, to conduct a part of my squadron into the harbour, to take possession of the shipping.

I have the honour to be, &c.

(Signed) JOHN LORING.

General Dessalines.

LIBERTE OU LA MORT.

Au Quartier General, le 6 Frimaire, An 12.

Le General en Chef de l'Armée Indigéne à Monsieur Loring, commandant les Forces Navales de S. M. B. devant le Cap.

MONSIEUR,

Je vous accusé recette de la lettre que j'ai eu l'honneur de recevoir; vous pouvez vous convaincre que mes dispositions pour vous et contre le General Rochambeau sont invariables.

J'entrerai dans la place de Cap demain matin à la tête de mon armée. Je ne puis, Monsieur, quoi qu'avec regret, vous envoyer les pilotes que vous demandez: Je presume que vous n'en aurez pas besoin, car je forcerai les batimens Francais à sortir de la rade, et vous en agirez avec eux comme vous le jugerez convenable.

J'ai l'honneur d'etre, &c.

(Signé) DESSALINES.

John Bligh, Ecuyer, Capitaine de Vaisseau de sa Majeste Britannique le Theseus, muni des Pouvoirs de John Loring, Ecuyer, le plus ancien Officier de l'Escadre de sa Majeste Britannique, croisant devant le Cap, d'une Part; et Jaques Boye, General de Brigade, Chef de l'Etat Major de l'Armée Francoise, et Henry Barre, Capitaine de Vaisseau, commandant les Forces Navales à St. Domingue, suffisamment autorises par le General en Chef Rochambeau, Capitaine General de la Colonie, de l'autre Part, sont convenus des Articles suivants:—

I. Les batimens Francais de l'etat et de commerce, qui se trouvent actuellement mouilles en cette rade, seront rendus aux Anglais.

Accordé.

II. La garnison du Cap embarquée abord des dits batimens, ainsi que les equipages, seront prisonniers de guerre, et seront renvoyées en Europe sur parole aussi promptement que possible, afin qu'il puisse etre procedé à leur exchange sans delai.

Accordé.

III. Tous les Officiers Generaux et particuliers de terre et de mer, sont compris dans l'Article precedent, et conserveront leurs armes.

Accordé.

IV. Les malades embarques dans les transports seront renvoyes directement en France, et les Anglais s'engagent à leur fournir les secours necessaires à cet effet, soit en vivres, medicamens, &c.

Les equipages de la Nouvelle Sophie, et de la Justice, etant insuffisants pour conduire les batimens en France, il sera pris sur les autres batimens Francais, le nombre de matelots necessaire à cet effet; il sera fourni à ces deux transports par l'escadre de sa Majeste Britannique, les provisions convenables pour la traversee et les medicamens dont elle pourra disposer.

V. Les proprietes individuelles seront rigoureusement respectees : les papiers appartenans à l'armee seront remis au Chef de l'Etat Major-General.

Accordé.

VI. Les batimens Americains, Espagnols, et Danois, sur lesquels sont embarques les habitans du Cap, qui ont voulus suivre l'armée, et qui sont, par consequent, partie de l'evacuation, auront la faculte de se rendre à leur destination sans etre inquietes.

Accordé ; pourvu qu'il soit reconnu et prouve que les batimens appartiennent aux nations denommees dans l'article : Ils seront, en consequence, soumis à une visite

VII. Les fregates sortiront sous Pavillon Francais et dechargeront avant d'amêner

Accordé.

VIII. Les domestiques des Officiers seront consideres comme tenant à l'armee, et nul individu embarque volontairement pour suivre l'armee ne pourra etre debarque sur le territoire de Saint Domingue.

Accordé.

Fait double entre nous abord de la fregate la Surveillante, en Rade du Cap, le 7 Frimaire, an 12 de la Republique Francaise, et le 30 Novembre, 1803.

Bellerophon, off Cape Nicola Mole,
SIR, *December* 2, 1803.

From General Rochambeau's extraordinary conduct on the public service, neither Captain Bligh or myself have had any thing to say to him further than complying with his wishes in allowing him to remain on board the Surveillante, until her arrival at Jamaica, which I very readily agreed to, as also the Commodore. I have General Boye, with about twenty-two Officers, and one hundred and ninety soldiers and sailors on board the Bellerophon, and sixty more on board the Hercule, that were taken out of the Surveillante; the Blanche has on board all the crew of the Cerf.

I had began this letter yesterday to have dispatched the Blanche early this morning, but on seeing the Desiree coming down with six sail, waited until she joined, and am happy to inform you, that, through the exertions of Lieutenant Willoughby, the Clarinde is afloat again with the loss of her rudder, and Captain Bligh is preparing a temporary one to bring her down; the Vertu and other ships are out, and I am in hourly expectation of seeing them with the Elephant.

I have sent Captain Ross into the Mole to summon that garrison to surrender, and shall dispatch the Blanche immediately I have General Noaille's answer.

Half-past Four.

Captain Ross has this Instant returned with the enclosed Answer, and I dispatch the Blanche in consequence, and shall follow soon after. The Elephant, Vertu, and ten sail of various descriptions of vessels, are now joining.

I have the honour to be, &c.

Rear-Admiral Sir J. T. Duckworth, K.B. JOHN LORING.
Commander in Chief, &c. &c. &c.

SIR, *Shark, Port Royal, Dec* 20, 1803.

Feeling that the Lords Commissioners of the Admiralty would wish to be acquainted with the Articles of Capitulation, between the Generals Rochambeau and Dessalines, for the surrender of the Cape, and having just obtained a copy thereof, I herewith transmit the same for their Lordships' information.

I am, &c.
(Signed) J. T. DUCKWORTH.

Sir Evan Nepean, Bart. &c. &c. &c.

ARMEES FRANCAISE ET INDIGENE.

Ajourd'hui, Vingt-sept Brumaire, An Douzé;
et le Dix neuf Novembre, Mille huit cent trois.

L'Ajutant Commandant Duveysier, Charge des Pouvoirs du General en Chef Rochambeau, commandant l'Armee Francaise, pour traiter de la Raddition de la Ville du Cap, et moi, Jean Jacques Dessalines, General en Chef de l'Armee Indigene, sommes convenus des Articles suivans, scavoir :—

I. La Ville du Cap, et les forts qui en dépendent, seront remis dans six jours, à dater du vingt-huit present, au Général en Chef Dessalines.

II. Les munitions de guerre qui se trouvent dans les arsenaux, les armes, et l'artillerie qui sont dans la place, et dans les ports, seront laisées dans l'etat ou elles sont présentement.

III. Tous vaisseaux de guerre, ou autres qui seront jugés necessaires par le Général Rochambeau, tant pour le transport des troupes et des habitans que pour l'evacuation, seront libres de sortir au jour nommé.

IV. Les Officiers militaires et civils, les troupes composant la garnison du Cap, sortiront avec les honneurs de la guerre, emportant leurs armes et les effets appartenans à leur demi brigade.

V. Les malades et blesses hors d'etat d'être transportes seront traites dans les hospitaux jusqu'à leur guérison, ils sont spécialement recommandés à l'humanite du General Dessalines, qui les embarquera pour France sur des batimens neutres.

VI. Le General Dessalines en donnant l'assurance de sa protection aux habitans qui resteront dans le pays, reclame de la justice du General Rochambeau la mise en liberte des hommes du pays quelque soit leur couleur, lesquels ne pourront sous quelque pretexte que ce soit être contraints à s'embarquer avec l'armee Francaise.

VII. Les troupes des deux armees resteront dans leur positions respectives jusqu'au dixieme jour fixe pour l'evacuation du Cap.

VIII. Le General Rochambeau enverra, pour surete des presentes conventions, l'Ajutant Commandant Urbain de Vaux, en echange duquel le General en Chef Dessalines remettra un Officier du même grade.

Fait double et de bonne foi au Quartier General du Haut du Cap, les dits jour, mois, et an, precites.

(Signe) DESSALINES.
DUVEYRIER.

SIR, *Shark, Port Royal, Dec. 23, 1803.*

Accompanying this you will receive, for the information of the Lords Commissioners of the Admiralty, an account of vessels captured and destroyed by his Majesty's squadron under my command, since the return made in November last.

I am, &c.

Sir Evan Nepean, Bart. J. T. DUCKWORTH.

A List of Ships and Vessels captured, detained, and destroyed by his Majesty's Squadron employed at Jamaica, the Bahama Islands, &c. &c. under the Orders of Sir J. T. Duckworth, K. B. Commander in Chief, &c. &c. &c.

American Schooner Independence; captured by the Vanguard, Captain Walker, November 16, 1803.—Alex. Grant, agent.

French sloop Sophia, of eight men; captured by the Revolutionnaire, Captain Lock, October 16, 1803.—Bogle and Jopp, agents.

French schooner Ceres, of 76 men; captured by ditto, December 1, 1803, same agents.

American brig Tartar, of six men; recaptured by ditto, December 3, 1803, same agents.

French schooner Marian, in ballast; captured by ditto, December 1, 1803. B. Waterhouse and Co. agents.

French felucco le Republic, Andre Philipi, Master, of 17 men and 14 tons, from the Mole bound to Barosco, laden with trunks and baggage; captured by the Pique and Cumberland, December 6, 1803, having on board the Garrison of Cape Nicola Mole, which had evacuated in the night; General Noailles, with one Brig, escaped. B. Waterhouse and Co. agents.

French felucco le Temeraire, Richard, Master, of 20 men and 10 tons, from the Mole bound to Barosco, laden with ditto; captured by ditto, same date, having on board the garrison of Cape Nicola Mole, &c.; same agents.

French schooner la Belle Louise, le Blanc, Master, of 200 men and 35 tons, from the Mole bound to Barosco, laden with ditto; captured by ditto, same date, having on board the Garrison of Cape Nicola Mole, &c.; same agents.

American sloop Active, of 40 tons, from the Mole bound to Barosco, laden with ditto; captured by ditto, same date, having on board the Garrison of Cape Nicola Mole, &c.; same agents.

American schooner Sally Warner, of 50 tons, from the Mole bound to Barosco, laden with ditto; captured by ditto, same date, having on board the Garrison of Cape Nicola Mole, &c.; same agents.

French frigate Surveillante, of 40 guns, Commodore Barre, from Cape Francoise to Port Royal; surrendered by Capitulation at Cape Francoise, November 30, 1803, to the Bellerophon and squadron, having the General in Chief, Rochambeau, and suite, on board. B. Waterhouse and Co. agents.

French frigate Clorinde, of 40 guns, from Cape Francoise to Port Royal; surrendered by Capitulation to ditto, same date, and the same agents.

French frigate Vertu, of 40 guns, from Cape Francoise to Port Royal; surrendered by capitulation to ditto, same date, and the same agents.

French brig Cerf, of 12 guns, from Cape Francoise to Port Royal; surrendered by capitulation to ditto, same date, and the same agents.

French schooner la Couverte, of six guns, from Cape Francoise to Port Royal; surrendered by capitulation, same date, and the same agents.

French hospital ship Nouvelle Sophie, from Cape Francoise to Port Royal; surrendered by capitulation to ditto, same date, and the same agents.

French hospital ship Justini, from Cape Francoise to Port Royal; surrendered by capitulation to ditto, same date, and the same agents.

French ship Endymion, from Cape Francoise to Port Royal, laden with nails, &c. surrendered by capitulation at Cape Francoise, November 30, 1803, to the Bellerophon and squadron. B. Waterhouse and Co. agents.

French ship la Casar, from Cape Francoise to Port Royal, in ballast; surrendered by capitulation to ditto, same date, and the same agents.

French ship l'Augusta, from Cape Francoise to Port Royal, in ballast; surrendered by capitulation to ditto, same date, and the same agents.

French ship la Louise Cherie, from Cape Francoise to Port Royal, laden with part outward cargo; surrendered by capitulation to ditto, same date, and the same agents.

French ship le Jason, from Cape Francoise to Port Royal; surrendered by capitulation to ditto, same date, and the same agents.

French ship le Bonnvallere, from Cape Francoise to Port Royal; surrendered by capitulation to ditto, same date, and the same agents.

French ship le Jeremie, from Cape Francoise to Port Royal, laden with part cargo; surrendered by capitulation to ditto, same date, and the same agents.

French ship Havre de Grace, from Cape Francoise to Port Royal, in ballast; surrendered by capitulation to ditto, same date, and the same agents.

French brig Necessaire, from Cape Francoise to Port Royal, laden with nails and tiles; surrendered by capitulation to ditto, same date, and the same agents.

French brig l'Union, from Cape Francoise to Port Royal in ballast; surrendered by capitulation to ditto, same date, and the same agents.

French brig Nicholas Debare, from Cape Francoise to Port Royal, in ballast; surrendered by capitulation to ditto, same date, and the same agents.

French schooner la Marin, from Cape Francoise to Port Royal, laden with sundries; surrendered by capitulation to ditto, same date, and the same agents.

French schooner (name unknown), from Cape Francoise to Port Royal; surrendered by capitulation to ditto, same date, and the same agents.

American ship Sisters, from Cape Francoise to Port Royal, in ballast, with troops and passengers on board; surrendered by capitulation to ditto, same date, and the same agents.

American ship Eugene, from Cape Francoise to Port Royal, in ballast, with troops and passengers on board; surrendered by capitulation to ditto, same date, and the same agents.

American ship Thesbald, from Cape Francoise to Port Royal, in ballast, with troops and passengers on board; surrendered by capitulation to ditto, same date, and the same agents.

American brig Adventurer, from Cape Francoise to Port Royal, in ballast, with troops and passengers on board; surrendered by capitulation to ditto, same date, and the same agents.

American schooner Hiram, from Cape Francoise to Port Royal, laden with sugar, coffee, and cotton; surrendered by capitulation to ditto, same date, and the same agents.

Danish brig Diana, from Cape Francoise to Port Royal, in ballast with passengers on board; surrendered by capitulation to ditto, same date, and the same agents.

Danish schooner Betsey, from Cape Francoise to Port Royal, in ballast, with passengers on board; surrendered by capitulation at Cape Francoise, to the Bellerophon and squadron, November 30, 1803.—B. Waterhouse and Co. agents.

J. T. DUCKWORTH.

N. B. There has been destroyed since last return, thirty sail of small craft of various descriptions off Cape Francoise, Monte Christe, and the Mole, &c. &c.

ADMIRALTY OFFICE, FEB. 21.

Copy of a Letter from the Right Honourable Lord Keith, K.B. Admiral of the Blue, &c. to W. Marsden, Esq. dated at Ramsgate the 19th Inst.

SIR,

I herewith transmit, for the information of their Lordships, a copy of a letter acquainting me with the capture of a French horse transport, by the Squirrel.

I have the honour to be, &c.

KEITH.

SIR, *Squirrel, off Dover, Feb.* 17, 1804.

I have to inform you I this morning captured a French schuyt, No. 626, called l'Esperance, Emanuel Vandersweip, Master. She sailed last night from Ostend bound to Boulogne; she is 40 tons burthen, fitted to carry 8 horses.

I am, &c.

Captain Bromley, Champion. ERNEST BRAWN.

ADMIRALTY-OFFICE, FEB. 25.

Copy of a Letter from the Right Honourable Lord Keith, K B. Admiral of the Blue, &c. to William Marsden, Esq. dated at Ramsgate the 21st Inst.

SIR,

Be pleased to acquaint their Lordships, that the hired cutter Active (2d) has just returned to Ramsgate; and to lay before them the enclosed copy of a letter which I have received from Lieutenant Williams, at present acting in the command of her, acquainting me with his having, yesterday, fallen in with sixteen sail of the enemy's small craft, proceeding from Ostend to Boulogne, one of which he has captured under circumstances very creditable to himself and the cutter's crew.

I have the honour to be, &c.

KEITH.

His Majesty's Hired Armed Cutter Active (2),
MY LORD, *off Gravelines, Feb.* 20, 1804.

In obedience to your Lordship's order to me of the 17th instant, I proceeded with his Majesty's hired cutter Active, under my command, to cruise off Dunkirk, but the wind blowing strong from the eastward, prevented my getting any farther to windward than Gravelines, where I this morning discovered sixteen sail of the enemy's gun boats and transports running close along shore. I immediately gave chase, and at half past ten commenced a running fight. At eleven the outermost vessel struck her colours: she proves to be la Jeune Isabelle transport, fitted for carrying horses, bound to Boulogne from Ostend; I am sorry to say I was prevented capturing any more of the enemy's vessels from their having run so close in shore and under the batteries. during the time I was taking possession of this vessel. The conduct of the small crew I command, while attacking so very superior a force of the enemy, and under their batteries, within three quarters of a mile of the shore, merits my warmest thanks, and I hope will your Lordship's approbation.

I have the honour to be, &c.

(Signed) JOHN WILLIAMS.

The Right Honourable Lord Keith, K. B.

ADMIRALTY OFFICE, MARCH 3.

Copy of a Letter from Vice Admiral Lord Viscount Nelson, K.B. Commander in Chief of his Majesty's Ships and Vessels in the Mediterranean, to Sir Evan Nepean, Bart. dated on board his Majesty's Ship the Victory, at Sea, the 16th of November, 1803.

SIR,

I herewith transmit you, for the information of my Lords Commissioners of the Admiralty, copy of a letter from Captain Cracraft, of his Majesty's ship Anson, together with copy of one therein alluded to from Captain Rainsford, of the Morgiana, giving an account of the capture of a French privateer.

I am, &c.

NELSON & BRONTE.

Anson, off Cape Spartivento,
Oct. 20, 1803.

MY LORD,

I have the honour to transmit your Lordship the copy of a letter I have received from Captain Rainsford, of his Majesty's brig Morgiana, acquainting me of her having captured la Marguerite French privateer, of four guns and forty men, on the 15th instant.

I have the honour to be, &c.

Right Hon. Lord Nelson, &c. &c. &c. W. E. CRACRAFT.

His Majesty's Sloop Morgiana, off Cape
Spartivento, Oct. 16, 1803.

SIR,

I have the honour to acquaint you, that, being in chase of two vessels on the morning of the 15th instant, I observed a vessel under lateen sails, with her sweeps out, haul out from under the land, and give chase to us, with English colours and a red flag flying. I continued my course until she came within gunshot, when, discovering us to be a man of war, she made sail from us. I immediately gave chase, and fired several shot at her, when she hoisted French colours, and soon after came to an anchor. I then sent the boats under the command of Lieutenant Lawrence, with orders to examine her, and, if he met with resistance, to bring her off.

This service was executed with great gallantry by him and the people under his command, who boarded and carried her under a smart fire of grape shot and musketry. She proves to be la Marguerite French privateer, mounting two six and two four pounders, manned with forty men, three of whom only remained on board on taking possession. I am sorry to add, that I had one seaman badly wounded, who is since dead.

I have the honour to be, &c.

Wm. Ed. Cracraft, Esq. Captain
of his Majesty's ship Anson. R. RAYNSFORD.

Copy of another Letter from Vice-Admiral Lord Viscount Nelson, K.B. Commander in Chief of his Majesty's ships and vessels in the Mediterranean, to Sir Evan Nepean, Bart. dated on board his Majesty's Ship the Victory, at Sea, the 16th of November, 1803.

SIR,

You will please to acquaint the Lords Commissioners of the Admiralty, that this morning the squadron under my command captured le Renard French National schooner, mounting twelve four-pounders, with six swivels, and manned with eighty men; also le Titus transport, having on board ninety-six soldiers, from Corsica bound to Toulon.

I am, &c.

NELSON & BRONTE.

Copy of another Letter from Vice-Admiral Lord Viscount Nelson, K. B. Commander in Chief of his Majesty's Ships and Vessels in the Mediterranean, to Sir Evan Nepean, Bart. dated on board his Majesty's Ship Victory, at Sea, the 10th of January, 1804.

SIR,

I herewith transmit you, for their Lordships' information, an extract of a letter from Captain Hart, with a copy of a letter from Captain Gore, of the

Medusa, giving an account of the capture of l'Esperance French privateer, and the destruction of le Socier, on the 8th ultimo; and beg leave to express the very high opinion I entertain of Captain Gore's conduct in putting to sea immediately on the appearance of these vessels, and his very able manœuvres in capturing and destroying them.

I am, &c.

NELSON & BRONTE.

Extract of a Letter from Captain George Hart, of his Majesty's Ship Monmouth, dated Gibraltar-Bay the 9th December, 1803. to the Right Honourable Lord Viscount Nelson, K.B. Duke of Bronte, Vice-Admiral of the Blue, and Commander in Chief, &c. &c. &c.

I have great satisfaction in transmitting to your Lordship a copy of Captain Gore's letter to me of yesterday's date, giving an account of his having captured a French privateer off Cabrita-Point, called l'Esperance, of two twelve and two six pounders, with seventy men; and destroying another, by driving her on shore. I beg leave to refer your Lordship to the particulars of the capture, &c. as stated in Captain Gore's letter; and beg leave to add the high opinion I entertain of Captain Gore's great readiness in putting to sea, and of his able conduct throughout on the occasion, which I had the pleasure to witness.

His Majesty's ship Medusa, off New Mole Head, Gibraltar, Dec. 8, 1803.

SIR,

As from your situation you could not see the cause of the manœuvres of his Majesty's ship Medusa this day, I have the honour to acquaint you, for the information of the Right Honorable Lord Nelson, Commander in Chief, &c. &c. &c. that at ten A.M. I observed a cutter standing in for the westward and two French privateers, (felucca rigged), standing out from under Tarrife, and attacked her. I immediately ordered both the Medusa's cables to be slipped, and proceeded to her assistance; as we approached, they hauled from her.

Favourable circumstances of wind and current aided the Medusa's sailing; and at eleven o'clock we opened our fire upon one (as she crossed on the opposite tack) with effect; the other we ran close alongside of and captured, as per annexed report, then tacked, and continued firing upon the other until she rowed amongst the rocks, within a shot of a battery to the westward of Cabrita Point. She received so many of our shot, and from both her yards being shot away, and nearly all her oars broken, I have no doubt she is effectually destroyed. I understand she was called le Sorcier, of two twelve and two six-pounders, with seventy men.

I am, Sir, &c. &c. &c.

(Signed) JOHN GORE.

George Hart, Esq. Captain of his Majesty's ship Monmouth, and senior Officer in Gibraltar-bay.

L'Esperance, M. Martin, Master, of two twelve and two six-pounders, and seventy men, captured: Boatswain killed.

Le Sorcier, of two twelve and two six-pounders, destroyed.

ADMIRALTY OFFICE, MARCH 17.

Copy of a Letter from Commodore Hood, Commander in Chief of his Majesty's Ships and Vessels in the Leeward Islands, to William Marsden, Esq.; dated at Martinique, the 27th January 1804.

SIR,

I send you herewith, for the information of the Lords Commissioners of the Admiralty, copies of two letters from Captain Nourse, of his Majesty's sloop Cyane, giving an account of the capture of a privateer of eight guns and eighty-four men, and recapture of a valuable Guineaman.

I have the honour, to be, &c.

SAM. HOOD.

SIR, *His Majesty's Sloop Cyane, Jan.* 2, 1804.

I beg leave to inform you of my having recaptured the ship Westmoreland, from the coast of Guinea, taken by the General Ernouf privateer, who was in sight at the time, but escaped.

I have the honour to be, &c.

JOSEPH NOURSE.

To Commodore Hood, &c. &c. &c.

SIR, *His Majesty's Sloop Cyane, Jan.* 20, 1804.

I beg leave to acquaint you of his Majesty's sloop under my command having, in the latitude of Barbadoes, fallen in with, and, after a chase of five hours, captured la Bellone French privateer of eight guns, and eighty-four men, last from Surinam; out seven days, and had taken nothing. Her guns thrown overboard during the chase.

I am, &c.

JOSEPH NOURSE.

To Commodore Hood, &c. &c. &c.

Copy of a Letter from the Right Honourable Lord Keith, K.B. Admiral of the Blue, &c. to William Marsden, Esq.; dated off Ramsgate the 13th Instant.

SIR,

Be pleased to acquaint their Lordships, that Captain Heywood, of his Majesty's sloop the Harpy, yesterday captured and sent into the Downs, the Penriche French gun-boat, of two guns and two small transports, part of a convoy proceeding under her protection from Calais to Boulogne.

I have the honour to be, &c.

KEITH.

ADMIRALTY-OFFICE, MARCH 24.

Copy of a Letter from the Honourable William Cornwallis, Admiral of the Blue, &c. to William Marsden, Esq.; dated off Ushant the 6th Instant.

SIR,

I enclose, for the information of my Lords Commissioners of the Admiralty, a letter which I have received from Lieutenant Milne, commanding his Majesty's hired Armed Cutter Mary, with a report of vessels captured off Brest.

I am, &

W. CORNWALLIS.

His Majesty's Hired Armed Cutter Mary, off
SIR, *Brest, 12th March, 1804.*

Underneath is a return of two sloops which I captured going into Brest with provisions for the enemy's squadron; they were part of a convoy from Bourdeaux to Brest.

I have the honour to be, &c.

ROBERT MILNE.

To the Honourable Admiral Cornwallis,
&c. &c. &c.

L'Enterprise, M. Jasum, master, 44 tons, four men, laden with wine and brandy, belonging to Brest.

Rosalie, Louis Detour, master, 43 tons, four men, laden with flour, belonging to Bourdeaux.

Copy of a Letter from Rear-Admiral Sir James Saumarez, K.B. to William Marsden, Esq.; dated on board his Majesty's Ship Diomede, at Guernsey, the 19th Instant.

SIR,

Herewith I enclose, for their Lordships' information, a letter I have received from Messrs. Maingy and Sons, of this Island, giving an account of the capture of a French privateer brig mounting twelve twelve-pounders and two four-pounders, by the lugger Tartar, Letter of Marque, mounting ten four-pounders, after an action of two hours, which reflects great praise to the commander of the Tartar and her crew.

I am, &c.

J. SAUMAREZ.

SIR, *Guernsey, March 18, 1804.*

We have the honour to inform you, that on the 9th instant, our lugger Tartar, Letter of Marque, Francis Pironet master, being in the latitude of 45 deg. 14 min. n. longitude 6 deg. 46 min. w. fell in with and captured, after an engagement of two hours, the French brig Jeune Henri, of Bourdeaux, Rio Delagesse master, two days out of Viverro in Spain, had taken nothing: she is a fine vessel, British built, and coppered; mounts twelve guns twelve-pounders, and two four-pounders, had fifty men on board at the time of capture, had two wounded; the Tartar mounts ten four-pounders, had fifty men on board.

We have the honour to be, &c.

PETER MAINGY and Sons.

Rear-Admiral Sir J. Saumarez.

MONTHLY REGISTER
OF
Naval Events.

RETROSPECT.

ON the motion of Mr. PITT, a debate of considerable interest, relative to the naval defence of the country, has recently taken place in the House of Commons *. On this subject Mr. Pitt submitted three motions, the substance of which was as follows:—

---

* Thursday, March 15.

First.—That an humble address should be presented to his Majesty, humbly requesting that he would be graciously pleased to give directions, that there should be laid before the House an account, shewing the number of ships of the line, 50 gun ships, frigates, sloops, gun boats, bomb-ships, hired armed sloops and cutters, in commission from the 1st of September, 1793, to the 1st of September, 1801; and from the year 1801 to September 1803, distinguishing how many armed sloops and floating batteries.

Second.—That an address should be presented to his Majesty, praying that he would give directions for laying before the House, a copy of all orders from the Lords Commissioners of the Admiralty, for building gun vessels by contract, in the years 1797, 1801, 1803, and 1804, respectively; together with an account of the number of the same vessels, the time in which they were constructed, when launched, and the time required for completing those not finished.

Third.—That an address should be presented to his Majesty, praying that he would give directions for laying before the House an account of the number of ships of the line built during the last war, to the commencement of the year 1801; and such as were now building, specifying the date of the Admiralty orders, the number of ships launched, and when the remainder were expected to be completed.

Mr. Tierney moved, as an amendment, that, after the words "in commission" be inserted, "and of all other armed vessels and boats employed in the public service."

A debate of considerable length ensued, after which the House divided on Mr. Pitt's motion: Ayes, 130; Noes, 201.

The French invading force at Boulogne is now spoken of as more formidable than ever. Between 1000 and 1200 vessels are represented to be in that harbour and the new port that has been formed in its vicinity, 200 of which are heavy gun-brigs and schooners, intended to engage our vessels, while the smaller craft push on for England.

To counteract the designs of the enemy, and to prevent his flotillas from quitting their ports, it is understood, that an expedition has sailed under the command of Captain Owen, with a number of old ships, laden with stone, &c. to be chained side by side, and sunk, at the mouths of the French and Dutch harbours. The scheme is thought to be practicable, and considerable expectations are formed on its execution.

Various statements concur in rendering it probable, that an action has taken place between Admiral Lord Nelson's squadron and that of the French from Toulon.

AN ACCOUNT

SHEWING

THE NUMBER OF SHIPS AND OTHER VESSELS COMPOSING HIS MAJESTY'S NAVY,

ON THE 31st DEC. 1803.

RATE.	GUNS.	NO.
First	120 & 100	10
Second	98 & 90	19
Third	84 & 80	13
	74 & 72	91
	64 & 60	48
Fourth	56 & 54	7
	50	15
Fifth	44	18
	40	7
	38	44
	36 & 34	46
	32	51
Sixth	28 & 20	41
Sloops		153
Armed Barges		2
Advice Boats		2
Bombs		18
Fireships		6
Storeships		8
Armed Vessels and Tenders		12
Cutters		12
Schooners		22
Hospital Ships		3
Prison Ships		7
Gun-boats		71
Receiving Ships, Hulks, Yachts, and other small Vessels of various descriptions		105

The following number of Ships, &c. (included in the above) are building in his Majesty's Yards and by Contract:—

Ships of 120 Guns,	3
98	4
74	9
38 & 36	13
Sloops	28
Yachts	2

PLYMOUTH REPORT,

FROM FEBRUARY 23 TO MARCH 26.

Feb. 23.—Letters have been received here direct from Lord Nelson to his friends: the contents are short, just stating, that the French squadron had given him the slip from Toulon; that he received quick intelligence of the event, and was then steering after them with every rag of sail set, and hoped to overtake and give a good account of them. Came in from Falmouth to refit, the Sheerness cutter.

26. Sailed this morning, the Plantagenet of 74 guns, Captain Hon. M. de Courcy; with the David Scott, Bensley, Thames and Fame, outward-bound East India ships under convoy, for St. Helena.

28. Came in the British Fair cutter, of 10 guns, Lieutenant Price, with dispatches from Gibraltar, which place she left eighteen days ago, but we cannot learn that she has brought any news; she left Lord Nelson's squadron cruising off Majorca. Arrived the Sirius, of 36 guns, from a cruise off Brest. She has brought passengers, Captain P. Wilkinson, late of his Majesty's ship Hussar, of 38 guns, wrecked on Sunday fortnight on Home Rocks, near the Saints, on the coast of France, and his boat's crew, which escaped in the cutter, and got on board one of our cruisers. They bring the interesting and agreeable intelligence of the safety of all the rest of the officers, petty officers, seamen, and marines of the Hussar. It has diffused general satisfaction to the wives and families of the officers and men, many of whom are resident in this town and its environs.

March 1. Sailed on a cruise the Eagle cutter, Captain Adams; and the Nancy, Luckless.

3. Went down into the Sound the Argus, of 18 guns. Came in the Sylph of 18 guns, from a cruise. Went into Barney Pool to refit, the Sirius of 36 guns, Sailed, to join the fleet, the Minotaur, of 74 guns; she carries out 20 bullocks for the fleet. Yesterday Rear-Admiral Brine shifted his flag from the Temeraire, of 98 guns, in Cawsand Bay, for the present to the Venerable, of 74 guns, fitting in Hamoaze, as second in command. A seaman is hourly expected from the fleet, heavily ironed, to be put on board the Salvador del Mundo, to be kept closely confined till tried by a Court Martial: his crime is said to be of magnitude.

4. The Minotaur, of 74 guns, which sailed on Friday, was seen of this port last evening, beating down Channel.—Wind S.W.

6. Arrived from the Channel fleet, which she left well the 3d inst. off Boulogne, the Acasta, of 40 guns, Captain Wood; Thames, Capt. Wane, detached to watch the motions of the enemy in Rochefort; the Prince of Wales, of 98 guns, Rear-Admiral Calder; Mars, of 74 guns, Captain Sutton; the Conqueror, of 74 guns, Captain Louis; Terrible, of 74 guns, Captain Lord H. Paulett—Came in the Seaflower, of 16 guns, Lieutenant Owen—Sailed the Jamaica, of 26 guns, Captain Rose, on a cruise to the westward.—Came in the Defiance, of 74 guns, Captain P. C. Durham, after seventeen weeks cruise in the Bay of Biscay, with the Goliah, of 74 guns, to refit and victual after her long cruise.—Yesterday, and this day, the Venerable, of 74 guns, Captain Davies, took in her upper and lower deck guns, preparatory to taking in her powder and going into Cawsand Bay, to receive bullocks, vegetables, and then sail to join the fleet off Brest.

7. Sailed the Phœnix, of 40 guns, Captain Baker; Rosario, of 18 guns, Captain Murray; and Plover, of 28 guns, Captain Hancock, on a cruise.—Came in a convoy from the eastward, with the Ranger, of 16 guns, Captain Frazer.

8. Came in from off Ferrol and Corunna, the Tonnant, of 84 guns. Sir Edward left the squadron all well, and reinforced by two ships of the line; but the French and Dutch are as usual. Sailed to join the Channel fleet, with bullocks and vegetables, the Temeraire, of 98 guns, Captain Lord Harvey.

10. Arrived the Spartiate, and Atalanta sloop of war, from a cruize. Sailed the Ranger cutter, with a fleet under convoy to the westward.

11. The Temeraire, of 98 guns. Captain Harvey, sailed yesterday to join the Channel fleet. Yesterday at five P.M. near 60 sail of ships were laying to off the Eddystone, which, by the report of trawl boats, proved to be the Leeward Island fleet, under convoy of the Uranie, of 40 guns, Hon. Captain C. Herbert; they soon made sail, after finding no ships join them from hence, with a fair wind, and were out of sight of the citadel at sun-set. Yesterday a man came to the Port-Admiral and to the Custom House, to give information of an embargo (in addition to the embargo on neutrals on Thursday last) to be laid on all foreign and British ships till further orders, bound to the islands of Guernsey, Jersey, Alderney, and Sark, and also to any port in the kingdom of Ireland. An express is just arrived to Admiral Sir J. Colpoys, K.B. Port Admiral, from Government, which was immediately put on board the Seaflower brig, of 18 guns, Captain Owen. She got under weigh directly, and passed over the bridge with a press of canvas, and sailed directly; the dispatches are said to be of importance. Sailed for Milford, with a convoy of 40 coasters, the Ranger, of 14 guns. Came in, from off Brest, the Atalante, Captain Mansfield; she left the fleet all well on Wednesday last. Enemy's fleet as usual. Sailed, the Hawke, of 14 guns, on a cruise; and came in several colliers and timber that is bound coastwise.

14. An express arrived at the Port Admiral's yesterday, from some merchants of St. Ives, Cornwall, stating that a lugger privateer, of 16 guns, and a cutter privateer, of 14 guns, had been hovering on that coast several days, and had picked up several vessels, and were then laying on and off the little Point of Hele, near St. Ives, where some loaded vessels with valuable cargoes had taken shelter. The Admiral, Sir J. Colpoys, with his usual promptitude, ordered round the Gannet, of 18 guns, Captain Bass; and the Atalanta, of 18 guns, Captain Mansfield, which immediately got under weigh, and were clear off Poulet Point by twelve at noon These, with the Hazard, of 18 guns, Captain Neve, and Resolution, of 14 guns, now on that station, will, it is hoped, give a good account of these privateers if they should be so fortunate as to fall in with them. The Fox (1st) cutter, of 10 guns, Lieutenant J. Nicholson, previous to her joining the Channel fleet, for dispatches, looked into Rochefort; and distinctly counted four sail of the line and seven frigates, with the top-gallant-yards down, and the top-sail yards across, and sails bent. After reconnoitring some time, she made sail, and fell in with the Boadicea, of 44 guns, Captain Maitland, and the Niobe, of 40 guns, Captain Scott, cruising as frigates of observation on that station; to whom, and to Admiral Cornwallis, Lieutenant Nicholson communicated the above intelligence.

20. Arrived several vessels, under convoy of the Diana frigate, from the Mediterranean; also several outward-bound West Indiamen from Portsmouth.

21. Orders came down this day for the Defiance, of 74 guns, Captain P. C. Durham, fitting for sea in Cawsand bay, to sail as soon as ready to join the squadron off Ferrol.—Came in last evening a frigate, with 30 sail of vessels, mostly transports, with troops, and several outward-bound West Indiamen, for the purpose of taking out those vessels that may be ready to join. They will sail almost immediately, as the wind is quite fair. The Venerable, of 74 guns, Captain Dacres, is not yet sailed, though reported to have gone on Monday.—Arrived the Snow, Captain Bidlake, with a valuable cargo of wine and fruit from Lisbon, after a short passage. Off Scilly she fell in with and was captured by a French schooner privateer, of 16 guns, but fortunately, by a shift of wind, and she being a fast sailer, she escaped, while exchanging prisoners, though with the loss of all her boats, and arrived safe here.—Came in an armed cutter, with a convoy of coasters and colliers from the eastward.

24. The Defiance, of 74 guns, Captain P. C. Durham, and the Goliah, of 74 guns, Captain Dixon, warped out of the Bay yesterday, and sailed to join the squadron off Ferrol. The Venerable, of 74 guns, Captain Dacres, sails tomorrow to join the fleet. Sailed the Diana frigate, with a fleet to the east-

ward; Aurora frigate, with a fleet of outward-bound West Indiamen, to join the convoy at Falmouth; Kite sloop of war, with a fleet for Guernsey and Jersey; Goliah and Defiance men of war, on a cruize.

25. The outward-bound West India ships, which sailed hence yesterday for Falmouth, under convoy of the Aurora frigate, put back again this morning by contrary winds. Arrived the Foudroyant, of 80 guns, Rear-Admiral Graves, from the Channel fleet.—Arrived the Swedish ship Amititia, Captain J. C. Schultz, from Cadiz, with wine for this port; also the Atalanta, of Konningsburgh, J. G. Hanneman, master; and the Maria, of ditto, J. G. Anschlaag, master, both from Marrenes, laden with salt, detained by the Viper cutter. Arrived also the Providentia, Captain Port, and the Vriendschap, Captain Holsdt, from Barcelona, laden with wine, for orders.

26. Saturday arrived, at his seat near town, Sir E. Pellew; le Tonnant, of 84 guns, his ship, which has been fitting in Cawsand bay after her late long cruize, is now ready for sea, and the Commodore proposes to sail to-day or to-morrow, to join the squadron off Ferrol. The Aurora, of 36 guns, with 30 transports under convoy, sailed on Saturday after post; but the wind shifting, they were compelled to bear up again for this port, and arrived last night, and anchored in the Sound: a part of the 58th and 70th regiments are on board, going to join their regiments at St. Lucia. The Venerable, of 74 guns, Captain Dacres, warped out of Cawsand bay to the outer sailing moorings, and will be off this morning or to-morrow.—Went down into the Sound, the Prince Frederick, of 64 guns.—Rear-Admiral Brine has shifted his flag to the slop-ship for the present.—Sailed on a cruize, the Nemesis, of 32 guns, Captain P. Somerville.—Letters received from the Foudroyant, of 84 guns, Rear-Admiral Sir T. Graves, and other ships of the in-shore squadron, dated a few days since off Brest, state, that three divisions of the fleet were all well, and the enemy, as usual, lowering and shifting yards, and exercising their men. The fleet was very healthy, and, except the late violent gale at E.S.E. at the equinox, the weather had been very moderate.

PORTSMOUTH REPORT,

FROM FEBRUARY 23 TO MARCH 26.

Feb. 23. This morning arrived at Spithead, his Majesty's ship Pegasus, of 28 guns, Captain Pengilley, from Plymouth; also his Majesty's ship Argus, the Hon. Captain King, with a number of transports under convoy from Ireland. Orders were received this day for all the ships at this port to be kept in constant readiness for sea, and that the Captains and all the Officers sleep on board. The Montague, of 74 guns, Captain Otway, and Leviathan, of 74 guns, Captain Bayntun, are lying guard ships at St. Helen's.

27. Arrived the Marquis Wellesley, Le Blanc, and Marquis Ely, Hannay, outward-bound East Indiamen, from the Downs.

29. Sailed the Montague man of war to join the Channel fleet; and Eurydice frigate, for Yarmouth.

March 4. An express arrived here this day from London, with dispatches for Lord Nelson, which will be sent on board his Majesty's ship Poulett so soon as the weather permits. Yesterday arrived the Alcmene, 32 guns, Cap. Stiles, from a cruise, last from Guernsey. Three 74 gun ships are ordered to be built at this port. Information is received that the Euphrates, extra East Indiaman, which sailed from hence Sept. 28, has, in company with a privateer, taken, on the coast of Africa, a valuable prize laden with gum and gold dust.

5. The Alonzo sloop of war is aground in the Great Park near Chichester. Proper assistance is gone to her from the dock-yard.

7. An embargo was this day laid on all ships and vessels, except the convoys bound down channel. Arrived the Marquis Cornwallis, Richardson, from the Downs, for India.

8. This morning sailed the Uranie, of 44 guns, Hon. Captain Herbert, and the Abundance storeship, W. Price, master, with between 50 and 60 sail of ships under convoy for the West Indies. The Wolverene, of 16 guns, Captain Gordon, is appointed convoy to Newfoundland.

9. This morning arrived the Betsey cutter, Lieutenant Street, with dispatches from the squadron off Havre, which she left yesterday afternoon. Six gun-brigs and 11 luggers came down the Seine yesterday morning, and went into Havre, which increased the force there to between 40 and 50 sail of gun-vessels, which are waiting for an opportunity to push for Boulogne.

10. The Ætna bomb, Captain Thomas, is ordered on foreign service.—The Lapwing frigate, Captain Fane, is appointed to the Mediterranean; and the Wolverine, of 16 guns, Captain Gordon, to Newfoundland. We are glad to state, that the Alonzo, of 16 guns, Captain Impey, which was drove on shore in Chichester Park, on Saturday, was got off by assistance from the dock yard, and this afternoon came into harbour to repair the damage she has received. The East Indiamen stated in our last, remain at the Motherbank, with the East India Company's frigates Cornwallis, Walpole, and Canton, which have arrived this week from the river. Several others are expected, and the Leviathan, of 74 guns, Captain Bayntun, is appointed to convoy them.

12. This afternoon sailed his Majesty's ship Charwell, Captain Dumaresq, with a convoy for Guernsey.

15. This afternoon arrived the Speedwell brig, Lieutenant W. Robertson, from a cruize, with the American ship Hampton, C. Isaacs, master, from Teneriffe, bound to Amsterdam, which she detained last night, about eleven leagues from the Isle of Wight. Most of our cruisers had an order to look out for this ship, as, it is said, she is very valuably laden with property taken out of English ships, which have been captured by French privateers, sent into a Spanish port (Teneriffe) and sold to Dutch merchants, who shipped the cargoes on board of this American, and cleared her out for Amsterdam, with papers for a neutral port (Embden), where the master said he was bound. She was chased by several cruisers coming up Channel, which she out-sailed, and she would have escaped from the Speedwell, had she not happened to *hit* upon her in the night.

16. Arrived the Experiment, of 44 guns, Captain M'Kenzie, from lying as guard-ship at the Jack-in-the-basket. She was relieved by the Cyclops, Captain Fyfe. Sailed the Alcmene, of 32 guns, Captain Stiles, on a cruise; Peterell, of 18 guns, Captain Lamborn, with a convoy for Cork, and from thence to the West Indies; and the Spider brig, Lieutenant Tomlinson, with a convoy for the Downs; amongst which is the Walpole homeward-bound East Indiaman

19. Arrived the Vigilant Cutter, from Guernsey, Neptune East Indiaman, and a fleet of outward-bound vessels, from the Downs.—Sailed his Majesty's ship Morne Fortunée, of 10 guns, with about 30 sail of outward-bound West Indiamen under convoy to the westward. His Majesty's ship Carysfort, which went out of harbour yesterday evening, proceeded directly to sea. His Majesty's ship Leviathan, of 74 guns, has a signal flying for a convoy for the Mediterranean; and the Lapwing frigate has a signal for a convoy to the East Indies.

20. Sailed his Majesty's ship Leviathan, Captain Bayntun, for the Mediterranean; Etna, Thunderer, and the Acheron bombs, to join Lord Nelson's fleet in the Mediterranean, for the purpose, it is said, of bombarding Algiers; the East India Company's ship Marquis Cornwallis with the following ships under convoy for the East Indies: Marquis of Ely, Marchioness of Exeter, Lord Nelson, Brunswick, Princess Charlotte, Marquis of Wellesley, and Ann.

21. The Mary, Duncan, from Sevlile to Leith, being blown out of the Downs with loss of an anchor, has put in here. Arrived from a cruize the Ariadne frigate.

22. His Majesty's ship Leviathan, Captain Bayntun, with the Mediterra-

nean convoy, is still lying at St. Helen's.—Last night arrived his Majesty's ship Ariadne, of 32 guns, Captain Elphinstone, from a cruize.—Since the sailing of the East India convoy, the following ships have arrived at the Motherbank, viz. Lady Burgess, Neptune, and Cornwallis.

23. The outward-bound West India ships collected at this port, have sailed this day to join the convoy at Falmouth. The Falcon cutter escorts them. The Mediterranean fleet. under convoy of the Leviathan, waits here, under orders from the Admiralty, for some vessels from the river. Dropped down to Spithead the Alonzo frigate.

25. The Lords Commissioners of the Admiralty have (through the representation of Captain O'Bryen, commanding the sea fencibles on this coast) accepted the voluntary offer of several Captains, Commanders, and Lieutenants of the Navy, on half-pay, to render every service in their power, should the enemy attempt a landing on this part of the coast.

26. The Eclypse gun-brig, which sailed on Saturday last for the eastward, put back yesterday, and sailed again this morning with the Speedwell brig, Lieut. Robertson. The Diana frigate, Captain Maling, with a convoy for the Mediterranean, passed by for the Downs yesterday morning. Remain at Spithead the Royal William, Puissant, Eurydice, Ariadne, Pearl, Thunderer, Etna, Acheron, Conquest, and Ant. At St. Helen's, the Leviathan, Alonzo, and Megæra; in commission in the harbour, the Gladiator, Queen, Athenian, Revolutionaire, Chichester, and Ambuscade. Arrived the Trompeuse sloop of war, Captain Goodwin, with the Margaret and Providence transports, with troops, which they landed at Cowes this morning, under convoy from Ireland; Swan cutter from Guernsey; the Charlotte, White, from Gottenburg, for Nantz, detained by the Eurydice frigate.

Promotions and Appointments.

Captain D. Colby, to the Eagle, fitting for the flag of Rear-Admiral Thornborough.

Captain C. Rowley, to the Ruby.

Captain C. M. Gregory, to the Lucifer, bomb.

Capting S. Seymour (acting), to the Colossus, *vice* Martin, indisposed.

Captain Briggs, to the Agincourt, *vice* Ryves.

Captain C. M. Schomberg, to the Madras.

Lieutenant Layman, of the Victory, to the command of the Weazle.

Lieutenant T. Garth, to the command of the Port Mahon, *vice* M'Donald, deceased.

Mr. Vance, late surgeon of the Theseus, to be one of the surgeons of Haslar Hospital.

Captain Fayerman, to the Athenian, at this port.

Captain G. Saunders, to the Falcon, *vice* Ommanney.

Captain M'Namara, to the Sea Fencibles at Dublin, under Admiral Whitshed,

Captain T. Jones, to the Queen, at this port.

Captain J. Morrison, to the Princess floating battery, at Lymington, *vice* Colquit, who was unfortunately second to the gentleman lately killed in a duel at that place.

Captain Clay, to the Sea Fencibles in Ireland,

Captain Bissell, to be a Post Captain.

Captain W. Hope, to the Atlas.

Captain C. W. Boys, to the Regulus.

Captain A. Miller, to the Devastation.

Captain Standfield, to the Sea Fencibles in Ireland.

Lieutenant Lyne, of Deal Hospital, to be Lieutenant of Greenwich, *vice* Kerr,

MARRIAGES.

On the 1st March, at Stoke Church, near Gosport, Captain Katon, of the Royal Navy, to Miss Mowbray, of Gosport.

At Strathmartin, on the 5th March, Captain Warren, Royal Navy, to Miss Mary Laird.

At Plymouth, Captain Wynne, of the Navy, to Miss Barton.—Captain H. M. Ommanney, of the Navy, to Miss Allen.

OBITUARY.

On the 31st December last, on board of the Goliah, at sea, Lieutenant Joseph Langston, of the Royal Marines.

On the 2d March, in Gloucester place, Portman-square, the infant daughter of Captain Butt, of the Royal Navy.

Lately, at Namptwich, in Cheshire, Mrs. Bayley, widow of the late T. Bayley, Esq.; and mother to Captain T. Bayley of the Royal Navy.

On the 10th of March, the Right Honourable Thomas Lord Camelford, aged 29. His Lordship owed his death to the shamefully prevalent practice of duelling. On the evening of Tuesday, March 6, his Lordship, meeting with Captain Best, with whom he had long been in habits of intimacy, at the Prince of Wales's coffee-house, in Conduit Street, addressed him in very strong terms, and charged him with ungentlemanly conduct. In consequence of this, Captain Best retired, and immediately sent a challenge to Lord Camelford. All the points respecting the meeting being arranged, the parties, attended by their seconds, met on the following morning, at the back of Holland House, on the Uxbridge road. Lord C. fired the first shot, which missed his antagonist, who instantly returned the fire, and lodged the contents of his piece in his Lordship's body. His Lordship instantly fell. On Captain Best going up to him, Lord C. seized him by the hand, and exclaimed—" Our quarrel is decided, Best! and I am a dead man, but I freely forgive you!"—The report of the pistols brought the gardener to the spot, in whose care his Lordship was left, and was shortly after removed to the house of Mr. Ottey, a gentleman of the Navy Pay Office, adjoining Holland House Park.—Lord C. lingered, without hopes of recovery, till the evening of Saturday the 10th, when he expired, at half-past eight o'clock, in a state of mind perfectly collected and resigned. On the day preceding his demise he settled all his affairs, and we understand that his Lordship has left behind him a paper in his own hand writing, fully acquitting his antagonist of any blame in the unfortunate transaction which led to his untimely death.—On the Monday following the Coroner's Jury sat upon the body, and returned a verdict of—*Wilful Murder against a person or persons unknown.*—On the morning of Saturday, the 17th, the body was removed from his Lordship's house in Oxford Street, to the vault in St. Ann's, Soho, where it is to remain until arrangements can be formed for its conveyance to Switzerland. The hearse was drawn by six horses, and followed by two mourning coaches and six, his own, Lord Grenville's, and some other carriages. The coffin was covered with rose-coloured velvet, with a profusion of silver clasps. There were two plates; the top one contained the arms, coloured, and underneath the following lines:—" The Right Hon. Thomas Lord Camelford died the 10th March, 1804, aged twenty-nine years."—The bottom plate contained the Coronet only.—Lord Camelford has minutely described the spot in the Canton of Berne, where he is to be buried; it is between three trees, and he has left 1000l. for the purchase of the ground.

On the 15th March, Lieutenant Carr, of Greenwich Hospital.

On the 15th March, suddenly, at Havant, the Lady of Captain Butterfield, of the Royal Navy.

On the 17th March, in Queen Ann-Street East, the infant son of Captain Otway, of the Royal Navy.

On the 18th March, at Totness, in Devonshire, Rear-Admiral Epworth. He was an Officer on board the late Lord Keppel's ship, at the taking of the Havannah, in 1760, and was present at many naval conquests during that war.

THE
Marine List
OF
SHIPS LOST, DESTROYED, CAPTURED, AND RECAPTURED, &c.
FROM JANUARY 24 TO FEBRUARY 21, 1804.

Plymouth, January 21.—During the ſtorm on Thurſday night, the Britiſh Tar, of this port, l'Effronteur, French privateer, and two fiſhing ſloops, were ſunk in Catwater.—The Guſtaff Sophia, Frees, from Stockholm to Tunis, was diſmaſted.—The Dutch galliott Jong Backe, with ſalt, was drove on ſhore, and is full of water.

The Pendower, Mollard, from London, is on ſhore at Penzance.

The brig Goodhope, ———, from the Cape of Good Hope, detained at Barbadoes, is loſt there. Part of the cargo ſaved.

The Elizabeth, Murphy, and eleven other veſſels, from Wexford to Dublin, were driven on ſhore, and three loſt between thoſe ports on the 16th January.

The Bedford, Lane, arrived at Barbadoes from Africa, was chaſed by three privateers to windward of that iſland, and beat off one of them of 8 guns, after half an hour's engagement. The Bedford carries only four 4-pounders.

The Scorpion, Dagg, has taken and carried into St. Helena, the Ganges and Cyrus, French whalers.

The Henry, Bradley, from Africa to the Weſt Indies, is captured and carried into Guadaloupe, after an engagement, in which three men were killed and ſeven wounded.

The Romulus, bound to London, is condemned at Tobago, in conſequence of her having ſtruck upon a rock in Tyrrel's bay. Her cargo ſold.

The Auguſta, Schwerde, from Konigsburg to Liverpool, is wrecked near Dunkirk.

The Cadiz Packet, Lively, from Liverpool, is captured, and carried into Teneriffe.

The Brutus, ———, from Charleſton to Bourdeaux, is detained by the Goliah man of war, and ſent into Plymouth.

The Enighied, Williams, from Barcelona, is ſtranded near Calais. Part of the cargo ſaved.

The Gretſeyl, Jonker, from London to Embden, is on ſhore at Burnham, Eſſex. Cargo will be ſaved.

The American ſhip Eucharis, Captain Myers, from New York to Rotterdam, is loſt on the Banjaret Bank, near Camprere.

The Fortuna, Rimmers, from London to Tonningen, is on ſhore near Friezand.

The Hebe, Mackie, from Clyde for Pictow, foundered at ſea. Crew ſaved.

The Vine, Williams, of Sunderland, is on ſhore near Redcar, but expected to be got off.

Les Deux Amis, prize to the Diligent, Marſhall, is loſt on Bonny Bar. The people ſaved in the Diligent and l'Oviere, and arrived at Barbadoes.

The Demarara, Inglis, from Demarara to Glaſgow, is totally loſt on Wicklow Bank. Crew ſaved.

The Good Friends, Horne; and the Mediterranean, Wood, from Newfoundland to Portugal, are taken and carried into Vigo.

The Vigilantie, Boyſon, from Archangel to Hambro, is loſt on Ameland.

The Sophia, of London, from Gambia, has been taken by a French privateer, and retaken by the Revolutionaire frigate.

The Argo, White, from Quebec to London, is taken and carried into Bourdeaux.

The Fanny, Jackſon, bound to Liverpool, ſtruck upon a rock in dropping down Waterford harbour, the 28th January, and ſunk.

The Norval, Mackenzie, from Quebec to Liſbon, was loſt the 18th November, 30 leagues below Bic. Crew ſaved.

The brig Hope, from Hull to Dublin, is on ſhore near Deal caſtle.

The Hero, Schultz, from Hull, is totally loſt at the mouth of the Ems.

The Caroline, Airey, from Dantzic to London, was loſt the 23d November laſt, off the Naze of Norway, with the Captain and all the crew.

The Caledonia, Thomas, ſailed from Balaſore roads, 18th May, for Bombay, and on her paſſage caught fire, and was burnt. Eighty-ſix people loſt.

The Hiram, Maddox, from Philadelphia to Liverpool, is wrecked near Workington.

The Weſtmoreland, Boardman, from Africa, has been taken, retaken, and arrived at Barbadoes.

The Eſcape, Goodwin, from Newcaſtle to Guernſey, was loſt 4th February on the South Sand. Crew ſaved.

The Earl St. Vincent, late Armſtrong, of ———, is totally loſt on the Gold coaſt, Africa.

The Friendſhip, Atkinſon, from Ulverſtone for Liverpool, is totally loſt on Hoyle Bank.

The General Moore, Worts, is wrecked in the Mediterranean.

The Mayflower, Crocker, from Penzance, is ſtranded in Plymouth harbour, and full of water. Cargo diſcharging.

The Lord Nelſon, ———, from Naſſau to Georgia, is taken by a French privateer, and carried into Cuba.

The Argo, Sibbald, from Sunderland, with coals, is loſt near Yarmouth. Maſter and ſeven men drowned.

The Nancy, Potts, from Berwick to London, was captured 15th February off the Floating Light. The Captain, arrived at Fluſhing, writes that the Zephyr, Foreman, and four other veſſels, are alſo captured.

The Elizabeth, Cocking, from Liverpool to Teignmouth, has been taken by a French privateer, of ſix guns; retaken by the Liberty brig, and arrived at Dartmouth. The privateer had taken four other veſſels, which the Liberty was in chaſe of.

The Johanna Charlotta Frederick, from l'Orient to Bergen, is detained by the Princeſs Auguſta cutter, and arrived at Portſmouth.

The Dale, Turner, from Shields to Jamaica, is totally loſt near Hambro' Sands.

The ſchooner Revenge, May, from Padſtow to Cork, is on ſhore near Milford. The cargo ſaved.

The Telemachus, Hird, from Archangel to London, is on ſhore on the coaſt of Lincolnſhire, but expected to be got off.

The Pallas, Livingſton, from Shields to London, was loſt on 12th February, off Bawdſey, coaſt of Suffolk. Crew ſaved.

The Twa Siſtra, Linberg, from Gottenburg to Ireland, is drove on ſhore at Calais, and the cargo detained.

The Suſannah, Wickberg, of Stockholm, from Guernſey to Barcelona, is on ſhore off the Lizard.

The Airth, Muller, from Liverpool, for Coleraine, is reported to be loſt off Strangford.

The Bee, of Kingſbridge; and the Egyptian, of Waterford, have been taken by the French, retaken by the Alcmene frigate, and carried to Guernſey.

The Ann, Harper, from River Jahde to London, is on ſhore on a ſand bank in that river, and it is feared will not be got off. The cargo landed.

The Lovely, Hodge, from Cork to Falmouth, took fire off Falmouth, 15th February, and was run on ſhore. Cargo expected to be ſaved.

The Gotha, a Swediſh galliott, from Gothenburg, for Fiſherraw, is totally loſt.

The Rattler, of Weymouth, Allan, from Carmarthen to Weymouth, was loſt at Plymouth about 10th February.

The ſloop Happy Return, Kerridge, from Lyme, has been on ſhore on Fairneſs rock, off Margate, and her cargo diſcharged.

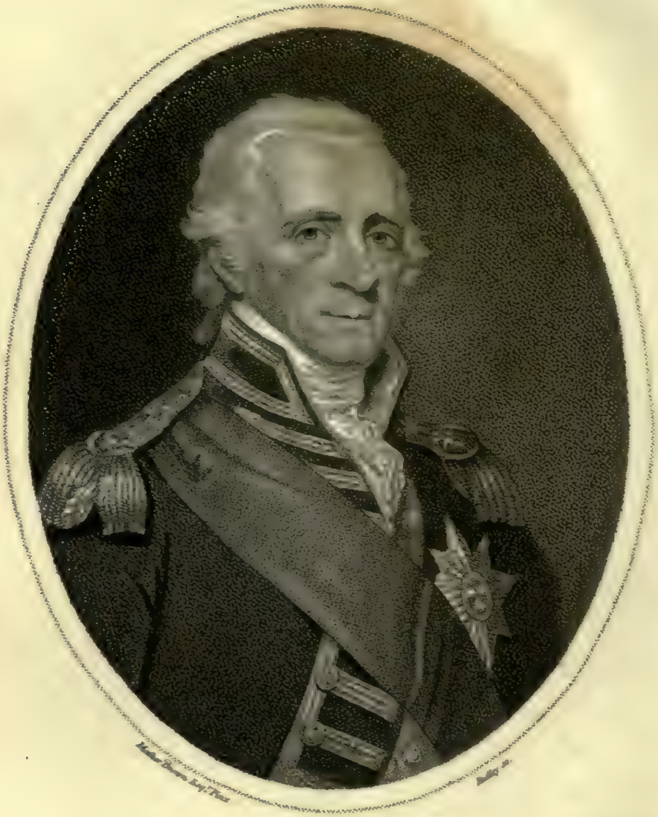
The Fortitude, Miller, of Arbroath, from Hull, was ſtranded 12th February.

The Buxar, of Inverneſs, from London; and the Scipio, of Aberdeen, were driven on ſhore the 11th February, near Stonehaven. The latter has ſince gone to pieces.

The Induſtry, Hadding, from Yarmouth to Hull, was captured 26th January, by a French privateer, and carried into Fluſhing.

The Mary, Donkin, from London to Gainſbro', was captured off Cromer 26th January. The Captain is arrived at Fluſhing.

[*To be continued regularly.*]



Mather Brown Esq.r Pinx

Ridley sc.

SIR JOHN MC COLPOYS K.B.

Admiral of the Blue Squadron

Pub 30 April 1804, by I. Gold 103, Shoe Lane, LONDON.

BIOGRAPHICAL MEMOIRS OF

SIR JOHN COLPOYS, K.B.

ADMIRAL OF THE BLUE SQUADRON.

> "Wherever tide can waft, or wind can blow,
> Our gallant Navy triumphs o'er the foe:
> His ports block'd up, his fleets in ruin hurl'd,
> Prove Britain mistress of the watery world!
> Though trembling nations prostrate round her fall,
> Crush'd by the power of wide destroying Gaul;
> Though Europe suffers, to her foul disgrace,
> This second inroad of the Vandal race;
> Still our triumphant Trident rules the sea,
> And Britons are, and ever will be, free."
>
> FITZGERALD.

IN the progress of our biographical labours, though sedulously anxious to render all possible justice to the professional merit of individuals, it too frequently happens, that through the scantiness of materials, and the difficulty of obtaining correct information, our ardent wishes are defeated. Instead of presenting a finished portrait, with the nice distinctions of light and shade, we are frequently compelled to offer what is little better than a mere outline.

With such an outline of the professional career of that meritorious and respected Officer, Sir John Colpoys, must we now endeavour to content ourselves; assuring our readers, however, that if, at any future period, we should possess the means of correctly filling up so desirable a piece, we shall with pleasure resume the task.

The earliest information which we have been able to obtain respecting Sir John Colpoys is, that he first went to sea so far back as the year 1756, and served, during the remainder of the war of that period, at the respective sieges of *Louisbourg*, *Martinique*, &c. In the subsequent peace, our Officer was employed, mostly, in the West-Indies.—In 1770, Mr. Colpoys went to the East-Indies, where he was made Master and Commander; and, in 1772, was promoted to the rank of Post Captain. In 1774, Captain Colpoys returned to England; and, at the latter end of the same year, sailed for the West-Indies. In 1776, we find him commanding the Seaford, of twenty guns, in which ship he succeeded Captain Stair Douglas, in North America. In 1777, he was at the Leeward Islands, under the command of Vice-Admiral James Young; and, in 1778, still in the Seaford, he was cruising on the Jamaica station. In the month of April in the following year, he was one of the Officers who composed the Court-Martial for the trial of Admiral Sir Hugh Palliser.

In August, 1779, Captain Colpoys commanded the Royal George, of a hundred guns, then bearing the flag of Rear-Admiral Sir J. L. Ross, in the Channel fleet, Admiral Sir Charles Hardy chief in command. About the middle of the month, the combined fleets of France and Spain, consisting of sixty-six sail of the line, having escaped the notice of the British squadron, then cruising in the Soundings, entered the Channel, and paraded two or three days before Plymouth. With an effrontery we believe not since paralleled, some French frigates anchored in Cawsand bay, and captured some of our coasting vessels. These trivial captures, however, were not all; for the Ardent, one of our Sixty-fours, standing down Channel, and mistaking the hostile fleet for the British, was surrounded, and taken, in sight of Plymouth. The strong easterly winds, which prevailed for several days, forced the enemy's fleet out of the Channel, and, at the same time, prevented Sir Charles Hardy from entering it. On the 31st of August, however, the wind shifting to the westward, our squadron gained the mouth of the Channel, in view of the enemy. The combined fleets followed that of the English till sun-set; when, being a little to the eastward of Falmouth, they hauled to the south-west, and stood out of the Channel. The British Admiral proceeded off the Eddystone, where he awaited the return of the flood tide, and, on the following morning, anchored the fleet at Spithead.

Captain Colpoys, in October, 1781, commanded the Orpheus, repeating frigate, of thirty-two guns, when the British fleet, under Admiral Graves, sailed from New York to the relief of Earl Cornwallis, at the ports of York and Gloucester, in the Chesapeak. This expedition having been rendered nugatory, by the previous surrender of Lord Cornwallis, the fleet returned to New-York, where Admiral Graves resigned the command to Admiral Digby. Captain Colpoys remained in the Orpheus, under the command of the latter Admiral, till the year following.

Soon after the peace, in 1783, our Officer was appointed to a three years' station in the Mediterranean. He then commanded the Phæton frigate, of thirty-two guns.

From the above period, till the year 1790, at the time of the Spanish armament relative to Nootka Sound, we do not find any mention of Captain Colpoys; but he was then appointed to the Hannibal, of seventy-four guns. The dispute with Spain having been amicably settled, the greater part of the ships which had been put into commission, were paid off at the end of the year. We rather think, however, that the Hannibal was not among the number, as we find her in the Russian armament, in the spring of 1791, again commanded by Captain Colpoys.

In March, 1793, shortly after the commencement of the late war, Captain Colpoys, continuing in the Hannibal, sailed with the squadron under the command of Rear-Admiral Gardner, for the West-Indies. Admiral Gardner returned to England in the month of October following; but, previously to his leaving of the West-Indies, he dispatched the Hannibal, in company with the Hector, (also of seventy-four guns), to reinforce the squadron on the Jamaica station. Captain Colpoys, however, returned to England at the end of the year; and in January, 1794, his ship, the Hannibal, in company with the Culloden, Captain Sir T. Rich, was ordered to escort the Aquilon, on board of which was his Royal Highness Prince Augustus, part of the way to Gibraltar.

On the 10th of April, in the same year, Captain Colpoys was promoted to the rank of Rear-Admiral of the Blue; and, in the July following, to that of Rear-Admiral of the White. In October, he hoisted his flag on board of the London, of ninety-eight guns.

In February, 1795, Rear-Admiral Colpoys sailed from Torbay, with the fleet under the command of Admiral Earl Howe, to escort the East and West India, and other convoys, to clear the Channel, and afterwards to cruise off Brest and the bay. Having seen the convoys safe out of the Channel, and being assured that the enemy's fleet were in port, Lord Howe shortly returned to Spithead.

In March following, Rear-Admiral Colpoys sailed with a squadron on a cruise to the westward. On the 1st of June he was farther promoted to be Vice-Admiral of the Blue.

On the 12th of June, Vice-Admiral Colpoys sailed from St. Helen's, with the Channel fleet, under the command of Admiral Lord Bridport. On the 22d, at dawn, the enemy's fleet were descried; but Lord Bridport, perceiving that it was not their intention to meet him in battle, immediately dispatched four of the best sailing ships, the Sans Pareil, Orion, Russel, and Colossus, in chase of them, and soon afterwards followed with the whole fleet. The chase continued, with very little wind, all the day, and during the night; but, early in the morning of the 23d, the headmost ships, the Irresistible, Orion, Queen Charlotte, Russel, Colossus, and Sans Pareil, were nearly up with the enemy. About six o'clock they began to engage. The contest lasted till nine, when the Alexander, Tigre, and Formidable, struck. The remainder of the enemy's fleet escaped under shelter of the land, and, in the course of the day, anchored off L'Orient.

The total loss sustained by the British fleet in this action amounted to thirty-one killed, and one hundred and thirteen wounded. Admiral Colpoy's ship was, fortunately, but a slight sufferer on the occasion, she having but three men wounded during the engagement.

From this time, until the end of the year following, Vice-Admiral Colpoys was employed in the command of different cruising squadrons. On the 27th of June, 1796, he sailed from St. Helen's on a cruise, and to escort the East India ships to a certain latitude. He returned on the 27th of August, some time after which he again sailed on a cruise off Brest. On the 22d of December, he was driven, by a gale of wind, from off that station; and, favoured by the same gale, the enemy were enabled to slip out. When standing in to regain his station, on the 26th, the wind still blowing very hard, with thick foggy weather, Vice-Admiral Colpoys discovered six sail of the enemy's line of battle ships standing toward him. On perceiving their mistake, however, they crouded all the sail they could set, and stood in shore. Vice-Admiral Colpoys pursued them closely, notwithstanding which, they effected their escape into port L'Orient.

On the last day of the year, Vice-Admiral Colpoys arrived at Spithead, having been forced in by stress of weather, in which many of the ships of his squadron had sustained material damage. From the length of their cruise, many of them also were short of provisions and water.

Early in the following year, 1797, symptoms of mutiny and discontent displayed themselves in his Majesty's fleets at Portsmouth and Spithead. In the month of February, petitions were sent from all the line of battle ships at Portsmouth, to Lord Howe; but as they were considered to be only the productions of a few factious individuals, they were wholly disregarded. This neglect, however, tended to a more extensive dissemination of mutinous principles; and, on the 15th of April, when Lord Bridport ordered the signal for the fleet to prepare for sea, the seamen of the Queen Charlotte, instead of weighing anchor, ran up the shrouds, and gave three cheers, as the notice for disaffection, which was immediately answered by every ship in the fleet. Astonishment, on the part of the Officers, succeeded this sudden and violent act of disobedience: they used every means in their power to induce a return to duty; but all their exertions were ineffectual; and, on the following day, two delegates were appointed from each ship to represent the whole fleet, the Admiral's cabin in the Queen Charlotte being fixed upon as the place for their deliberations.

On the 18th of April, a Committee of the Board of Admiralty arrived at Portsmouth, and made propositions to the mutineers, all of which, however, were ineffectual. On the 21st of the month, Vice-Admiral Colpoys, accompanied by Admirals Gardner and Pole, went on board of the Queen Charlotte, in order to confer with the delegates; but these men assured the Admirals, that no arrangement would be considered as final until it should be sanctioned by the King and Parliament, and guaranteed by a proclamation for a general pardon.

After much time had been spent in negociation, the wishes of the men were in a great measure acceded to; and it was concluded that loyalty and subordination had resumed their seats. Unfortunately this was not the case. On the 7th of May, when Lord Bridport made the signal to weigh and put to sea, every ship in the fleet refused to obey. For this second act of disobedience, the seamen alledged, as a reason, the silence which Government observed on the subject of their complaints. The idea, that the promised redress of their grievances would not be carried into effect, was strengthened by the distribution of a number of seditious hand bills among the ships, and the seamen therefore resolved to hold a convention of delegates on board the London, at Spithead. In pursuance of their intention, they proceeded in their boats alongside of that ship; but Vice-Admiral Colpoys, determined to oppose their coming on board, cautioned them against acting as they had formerly done; told them that they had asked a great deal, and had obtained much; that he would not suffer them to proceed to demand more; that they ought to be contented; and that, if they offered to meet in convention, he would order the marines to fire on them. The delegates, however, persisted, and the Admiral ordered the marines to level their pieces at them. In this situation, the Admiral again admonished them, but without effect; a slight scuffle ensued, and one of the delegates, all of whom were armed, fired at Lieutenant Sims, of the marines, and wounded him. At the command of the First Lieutenant of the ship, the marines then fired, and killed five seamen, two of whom were delegates. The whole crew of the London now declared open hostility against the Officers and marines, turned the guns in the fore part of the ship towards the stern, and threatened to blow all aft into the water unless they surrendered. Circumstanced as they were, to this imperious menace there was no alternative but submission.

In consequence of the death of their comrades, by the firing of the marines, the seamen were proceeding to hang the Lieutenant, by whom the orders had been given; but, at this trying moment, Admiral Colpoys rushed forward, alledged his own responsibility, and assured them, that his Lieutenant had acted only by his orders, agreeably to instructions received from the Admiralty. The seamen instantly demanded these instructions, which were immediately produced. The mutineers then confined Admiral Colpoys, Captain Griffiths, and the Officers, to their cabins, and made the marines prisoners. On the 11th of May, four days after the renewed symptoms of mutiny had appeared, the crew of the London expressed a wish that Admiral Colpoys and Captain Griffiths should go on shore, which they accordingly did, accompanied by the Reverend Mr. Cole, the Chaplain.

The fleet remained in this mutinous state till the 14th of the month, when Lord Howe arrived at Portsmouth, invested with full powers for settling the different points in dispute. As he also brought with him an Act of Parliament, which had been passed on the 9th, in compliance with the wishes of the seamen, and a Proclamation of pardon for all who should immediately return to their duty, affairs were, for a time*, adjusted to the satisfaction of the sailors; the flag of disaffection was struck, and, two days after, the fleet put to sea to encounter the enemy.

Vice-Admiral Colpoys, we believe, did not return on board of the London; but, sometime in the course of the year, as a distinguishing mark of his Majesty's favour, he was invested with the Noble Order of the Bath.

In the following year, 1798, we find the flag of Vice-Admiral Sir John Colpoys on board of the Northumberland, of seventy-four guns, then fitting for foreign service; after which we lose sight of it during the remainder of the war.

On the 1st of January, 1801, the day on which the Union between Great Britain and Ireland was established by Act of Parliament, Sir John Colpoys was made Admiral of the Blue.

In the month of June last, hostilities having recommenced against France, Admiral Sir John Colpoys was appointed Commander in Chief at Plymouth, where his character has been long known and respected, for his kindness to his relations; by one of whom the noble candour of his disposition has been often tried; and also for his high professional merit as an Officer.

It will be perceived by our readers, that, in the course of the above rapid sketch, we have as much as possible avoided detail, even in those parts where information was within our reach. This has been intentionally done, with the hope, that at a future period we may be enabled (through the kindness of some of our Correspondents,) to enter more at large into the subject.

---

* It must be fresh in the recollection of our readers, that, towards the end of the month, a mutiny, still more alarming than the one above mentioned, broke out on board the ships at the Nore and in the North Sea fleet, under a pretence of redress of other grievances, besides what related to pay and provisions. This was the mutiny for which Parker and several others afterwards suffered.

NAVAL ANECDOTES,
COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTES IN GURGITE VASTO!

TO THE EDITOR OF THE NAVAL CHRONICLE.

SIR,

IN the course of my reading, I have recently met with an old tract, entitled, *The true Travels, Adventures, and Observations, of Captain John Smith, into Europe, Asia, Africa, and America, from Anno Dom.* 1593, *to* 1629; in which some passages occur, that, from their curiosity, I flatter myself are not unworthy of a place in the NAVAL CHRONICLE. I have extracted them; and, if you think proper to insert them, you will have the goodness to do so in the order below submitted.

These *True Travels*, &c. are written in the third person, and commence with the following

ACCOUNT OF CAPTAIN SMITH.

HE was born in Willoughby, in Lincolnshire, and a scholar in the two free-schools of *Alford* and *Louth*. His father anciently descended from the ancient *Smiths* of *Crudley* in *Lancashire*; his mother from the *Rickands* at *Great-Heck* in *Yorkshire*. His parents dying when he was about thirteen years of age, left him a competent means, which he not being capable to manage, little regarded, his mind being even then set upon brave adventures; sold his satchel, books, and all he had, intending secretly to get to sea, but that his father's death stay'd him. But now the guardians of his estate more regarding it than him, he had liberty enough, though no means, to get beyond the sea. About the age of fifteen years, he was bound apprentice to Mr. *Thomas Sendall*, of *Lynn*, the greatest merchant of all those parts; but because he would not presently send him to sea, he never saw his master in eight years after. At last he found means to attend Mr. *Peregrine Bertie* into *France*, second son to the right honourable Peregrine, that generous lord *Willoughby*, and famous soldier; where coming to his brother *Robert* then at *Orleans*, now Earl of *Lindsey*, and Lord great-chamberlain of *England*, being then but little youths under tutorage. His service being needless, within a month or six weeks they sent him back again to his friends, who when he came from *London*, they liberally gave him (but out of his own estate) ten shillings to be rid of him; such oft is the share of fatherless children: but those two honourable brethren gave him sufficient to return for *England.* But it was the least thought of his determination, for now being freely at liberty in *Paris*, growing acquainted with one Mr. *David Hume*, who making some use of his purse, gave him letters to his friends in *Scotland* to prefer him to King *James.* Arriving at *Roan*, he better bethinks himself, seeing his money near spent, down the river he went to *Havre de Grace*, where he first began to learn the life of a soldier. Peace being concluded in *France*, he went with Captain *Joseph Duxbury* into the *Low-Countries*, under whose colours having served three or four years, he took his journey for *Scotland*, to deliver his letters. At *Ancusan* he embarked himself for *Lethe*, but, as much danger, as shipwreck and sickness could endure, he had at the holy isle of *Northumberland* near *Berwick.* Being recovered, into *Scotland* he went to deliver his letters. After much kind usage among those honest *Scots* at *Ripweth* and *Broxmoth*, but neither money nor means to make him a courtier, he returned to *Willoughby* in *Lincolnshire*, where within a short time, being glutted with too much company, wherein he took small delight, he retired himself into a little woody pasture, a good way from any town, invironed with many hundred acres of other woods; here, by a fair brook, he built a pavilion of boughs, where only in his clothes he lay. His study was *Machiavil's Art of War*, and *Marcus Aurelius;* his exercise, a good horse, with his lance and ring; his food was thought to be more of venison than any thing else; what he wanted his man brought him. The country wondering at such an hermit, his friends persuaded one *Seignior Theodora Polaloga*, rider to *Henry* Earl of *Lincoln*, an excellent horseman, and a noble *Italian* gentleman, to insinuate into his woodish acquaintance, whose languages and good discourse, and exercise of riding, drew him to stay with him at *Tattersall.* Long these pleasures could not content him, but he returned again to the *Low-Countries.*

In the course of his travels, Captain Smith met with numberless marvellous adventures, through which I shall not attempt to accompany him; but the following stratagem, which he practised at the siege of Olumpagh, has considerable claims to the credit of

TELEGRAPHIC INVENTION.

After the loss of Caniza, the *Turks* with 20,000 men besieged the strong town of *Olumpagh* so straitly, as they were cut off from all intelligence and hope of succour, till *John Smith*, this *English* gentleman, acquainted Baron *Kisell*, general of the Archduke's artillery, he had taught the governor, his worthy friend, such a rule, that he would undertake to make him know any thing he intended, and have his answer, would they bring him to some place where he might make the flame of a torch seen to the town; *Kisell*, inflamed with this strange invention, *Smith* made it so plain, that forthwith he gave him guides, who in the dark night brought him to a mountain, where he shewed three torches equidistant from the other, which plainly appearing to the town, the governor presently apprehended, and answered again with three other fires in like manner; each knowing the other's being and intent. *Smith*, though distant seven miles, signified to him these words: *On Thursday at night I will charge on the east, at the alarum sally you: Ebersbaught* answered, *he would.* And thus it was done: First he writ his message as brief you see, as could be, then divided the alphabet into two parts thus:

A.	b.	c.	d.	e.	f.	g.	h.	i.	k.	l.
1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.

m.	n.	o.	p.	q.	r.	s.	t.	v.	w.	x.	y.	z.
2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.

The first part from A. to l. is signified by shewing and hiding one link, so oft as there is letters from A. to that letter you mean; the other part from m. to z. is mentioned by two lights in like manner. The end of a word is signified by shewing of three lights, ever staying your light at that letter you mean, till the other may write it on a paper, and answer by his signal, which is one light, it is done, beginning to count the letters by the lights, every time from A. to m.; by this means also the other returned his answer, whereby each did understand the other. The guides all this time having well viewed the camp, returned to *Kisell;* who, doubting of his power, being but 10,000, was animated by the guides, how the *Turks* were so divided by the river in two parts, they could not easily second each other. To which *Smith* added this conclusion, that two or three thousand pieces of match fastened to divers small lines of an hundred fathom in length, being armed with powder, might all be fired and stretched at an instant before the alarum, upon the plain of *Hysnaburg*, supported by two staves, at each line's end, in that manner would seem like so many musketeers; which was put in practice, and being discovered by the *Turks*, they prepared to encounter these false fires, thinking there had been some great army, whilst *Kisell* with his 10,000 being entered the *Turks'* quarters, who ran up and down as men amazed, it was not long ere *Ebersbaught* was pell-mell with them in their trenches; in which distracted confusion a third part of the *Turks* that besieged that side towards *Knousbruck*, were slain, many of the rest drowned, but all fled. The other part of the army was so busied to resist the false fires, that *Kisell* before the morning put 2000 good soldiers in the town, and with small loss was retired; the garrison was well relieved with what they found in the *Turks'* quarters, which caused the *Turks* to raise their siege, and return to *Caniza;* and *Kisell*, with much honour, was received at *Kerment*, and occasioned the author a good reward, and preferment to be Captain of 250 horsemen, under the conduct of *Colonel Voldo*, Earl of *Meldritch*.

I shall conclude my extracts with the following

ACCOUNT OF A REMARKABLE SEA FIGHT.

MERHAM, a Captain of a man of war then in the road, invited Captain *Smith* and two or three more of them a-board with him, where he spared not any thing he had to express his kindness, to bid them welcome, till it was too late to go on shore, so that necessity constrained them to stay on board; a fairer evening could not be; yet ere midnight such a storm did arise, they were forced to let slip cable and anchor, and put to sea; spooning before the wind, till they were driven to the *Canaries;* in the calms they accommodated themselves, hoping this strange accident might yet produce some good event; not long it was before they took a small bark coming from *Tenerif*, loaded with wine; three or four more they chased, two they took, but found little in them, save a few passengers, that told them of five *Dutch* men of war, about the isles; so that they stood for *Boiadora*, upon the *African* shore, betwixt which and *Cape Noa*, they descried two sail. *Merham* intending to know what they were, hailed them; very civilly they danced their topsails, and desired the men of war to come aboard them, and take what he would, for they were but two poor distressed *Biscayners*. But *Merham*, the old fox, seeing himself in the lion's paws, sprung his loof, the other tacked after him, and came close up to his nether quarter, gave his broadside, and so loofed up to windward; the Vice-Admiral did the like, and at the next bout, the Admiral with a noise of trumpets, and all his ordnance, murderers and musketry, boarded him on his broadside; the other in like manner on his ley quarter, that it was so dark, there was little light, but fire and smoke; long he stayed not, before he fell off, leaving four or five of his men sprawling over the grating: after they had battered *Merham* about an hour, they boarded him again as before, and threw four kedgers or grapnels in iron chains, then shearing off, they thought so to have torn down the grating; but the Admiral's yard was so entangled in the shrouds, *Merham* had time to discharge two cross-bar-shot amongst them, and divers bolts of iron made for that purpose, against his bow, that made such a breach, he feared they both should have sunk for company; so that the *Spaniard* was as yare in shipping his chained grapnels, as *Merham* was in cutting the tackling, kept fast their yards in their shrouds, the Vice-Admiral presently cleared himself, but spared neither his ordnance nor muskets to keep *Merham* from getting away, till the Admiral had repaired his leak; from twelve at noon till six at night, they thus interchanged one volley for another; then the Vice-Admiral fell on stern, staying for the Admiral that came up again to him, and all that night stood after *Merham* that shaped his course for *Marmora;* but such small way they made, the next morning they were not three leagues off from *Cape Noa.* The two *Spanish* men of war, for so they were, and well appointed, taking it in scorn, as it seemed, with their chase, broadside and stern, the one after the other, within musket shot, plying their ordnance; and after an hour's work, commanded *Merham* amain for the King of Spain upon fair quarters; *Merham* drank to them, and so discharged his quarter-pieces; which pride the *Spaniards* to revenge, boarded him again, and many of them were got to the top to unsling the main-sail, which the master and some others from the round-house caused, to their cost, to come tumbling down about the round-house, the *Spaniards* so pestered, that they were forced to the great cabin and blew it up; the smoak and fire was so vehement, as they thought the ship on fire, they in the forecastle were no less assaulted, that they blew up a piece of the grating, with a great many of *Spaniards* more; then they cleared themselves with all speed, and *Merham*, with as much expedition to quench the fire with wet cloaths and water, which began to grow too fast. The *Spaniard* still playing upon him with all the shot they could; the open places presently they covered with old sails, and prepared themselves to fight to the last man. The angry *Spaniard* seeing the fire quenched, hung out a flag of truce to have but a parley; but that desperate *Merham* knew there was but one way with him, and would have none but the report of his ordnance; which he did know well how to use for his best advantage. Thus they spent the next afternoon, and half the night, when the *Spaniards* either lost them or left them. Seven and twenty men *Merham* had slain, and sixteen wounded, and could find they had received 140 great shot. A wounded *Spaniard* they kept alive confessed they had lost 100 men in the Admiral, which they did fear would sink ere she could recover a port. Thus re-accommodating their sails, they sailed for *Sancta Cruse*, *Cape Goa*, and *Magadore*, till they came to *Saffee*, and then returned into *England*.

H.

RUSSIAN EXPEDITION.

THE Royal Academy at St. Petersburg have received letters dated the 25th of last October, at Santa Cruz, in the Island of Teneriffe, from their correspondent *M. Von Krusenstern*, the Commander of the two Russian ships which have sailed on a voyage round the world. Their voyage from Falmouth to this place was extremely expeditious and prosperous; there was not one sick on board either of the ships, and the Russian sailors were chearful and active, and did their duty with vigour, notwithstanding this is the first time that Russian vessels have sailed so far south. The Spanish governor had received the voyagers with the greatest politeness, and gave them the house where the inquisition holds its sittings for an astronomical observatory; he had besides used every endeavour to forward their letters by the speediest conveyance to Europe. On the 25th of October the ships had already taken on board a supply of water and wine, and were preparing to set sail the following day for Rio Janeiro in the Brazils, where they are to remain some weeks. On the voyage, in North lat. 37° 40′ and 3° 28′ East long. from the first meridian, the expedition had an opportunity of observing a most remarkable meteor. On the 10th of October in the evening they saw in the south-west a large fire-ball, which at the height of fifteen degrees took a direction completely horizontal towards the north-west, when it burst. It had a very long tail, which was so bright, that the whole ship was for the space of a minute illuminated by it. The most remarkable circumstance, however, attending it, and which indeed is almost without a parallel, was the uncommon power of the luminous matter; as bright streaks continued visible in that quarter for upwards of an hour after the fire-ball had burst. M. Von Krusenstern has communicated to the academy some interesting observations on the currents of the sea, which he had received instructions to make.

* * *

NEW INVENTED ANEMOMETER.

PROFESSOR Poschman, at St. Petersburg, has invented an *Anemometer*, which he has presented to his Imperial Majesty. With this Anemometer, not only the strength of the wind may be exactly measured, but by means of other instruments, which are easily adjusted to it, such as hygrometer, thermometer, and barometer, a variety of other physical experiments may be conducted with the greatest conveniency. This instrument stands on a hollow pillar of a pyramidal form, on one side of which are placed over each other two dial-plates with indeces or hands, the one of which belongs to the hygrometer, and the other to the anemometer. It is fixed on an oblong quadrangular board, supported on four feet which again rest on a pedestal. Through the middle of the pillar a rod is passed, to the upper end of which a weather-cock is attached, and to the lower end an index standing on a wind dial, which is furnished below with a magnetic needle, and points out the direction of the wind with the greatest exactness. On one side of the pedestal, in the middle of the outer extremity, a pillar stands with two rollers, between which a roller is passed, on which the wind-board is fixed. This roller is at the further end provided with teeth or notches, by means of which a notched wheel, which is attached to the axle of the index of the Anemometer, is moved. Between the wind-board and the pyramidal pillar a spring passes, which acts constantly on the roller, in such a manner, that the board, being moved by the current of the wind, strikes against the spring, which in its turn moves the roller; when by means of the notches in the end of the roller which act upon the wheel, the index communicating with it is made to point out the force of the wind. Between the pillars there are also four brass bars attached, which pass through notches in the extremity of the board, and are provided with two small rollers which serve to give uniformity to the impulses. On the opposite side of the wind-board, a board is attached to the pedestal, and on it the barometer and thermometer are placed. The advantage of this newly invented instrument consists chiefly in this, that the impulse by means of the board above mentioned is rendered at all times uniform and incapable of any variation; while the spring which passes between the board and the smaller pillar, prevents the variations of heat and cold from producing any perceptible difference. This spring is also so contrived as never to exhibit any perceptible change of elasticity, but always to act with the same impulse in proportion to the force of the wind.

* * *

TO THE EDITOR OF THE NAVAL CHRONICLE.

SIR, *April* 5, 1804.

I HEREWITH transmit to you several well authenticated anecdotes, most of which are littleknown, which by preserving in your valuable Work will confer an obligation on your occasional Correspondent, A.

Great Queen-Street, Lincoln's-Inn-Fields.

ANECDOTE OF SIR EDWARD PELLEW.

WE have been told of the immense sum gained by our Naval Commanders. The public should also be acquainted with their liberality.

The wife of Rovere, one of the deputies sent to Cayenne, and one of those who are now arrived in England (1798), was with a great number of priests taken some time ago by Sir Edward Pellew in a French frigate going to Cayenne. She had sold all her property in France to go to join her unhappy husband, and had with her about 3000l.—Sir Edward has given her back the 3000l. and has paid the sailors their share out of his own purse.

* * *

ANECDOTE OF HIS ROYAL HIGHNESS THE DUKE OF CLARENCE, WHEN PRINCE WILLIAM HENRY.

THE following anecdote appeared in Captain Drinkwater's account of Gibraltar, and is as follows:—In an early period of the siege, when Prince William Henry was there, and had made his first Naval essay in its relief, the Spanish Admiral Don Juan de Langara, visiting Admiral Digby, was introduced to his Royal Highness. During the conference between the Admirals, Prince William retired, and when it was intimated that Don Juan wished to return, his Royal Highness appeared in the character of a midshipman, and respectfully informed the Admiral that the boat was ready. The Spaniard astonished to see the son of a Monarch acting as a Warrant Officer, could not help exclaiming—"Well does Great Britain merit the empire of the sea, when the humblest stations in her Navy are filled by the Princes of the blood."

* * *

BRAVERY OF CAPTAIN SAMUEL HOOD.

IN the year 1791, in the height of a violent gale of wind, which increased to a perfect hurricane, a raft was discovered from the Juno's mast-head, off the port of St. Ann's, in the West Indies, with three people on it, over which the waves washed every moment, so that it appeared next to impossible to save them. Captain Hood immediately ordered a boat to their assistance; but though English seamen are not apt to shrink from danger, the boat's crew thinking it a vain attempt, shewed great reluctance in going, whereupon the Captain, declaring that he never ordered any man on a service on which he was afraid to venture himself, immediately leaped into the boat, pushed out of the harbour, and with infinite difficulty saved the poor men on the wreck. The Honourable Assembly at Jamaica, on being informed of this gallant enterprise, was unanimous in resolving, that the sum of 100 guineas be presented to Captain S. Hood, for the purchase of a sword, as a testimony of the high sense they entertained of his merit and humanity in the above affair.

ROYAL NAVAL SEMINARY.

WE understand that a Naval Officer, of high rank, has compiled one of the best systems of professional education extant, combining the moral and military obligations with a degree of exactness which reflects infinite honour on the author. The Royal Naval Seminary, for the use of which this work is intended, will be under the immediate government of Spiritual and Temporal Peers, Ministers of State, and eminent Naval Characters, and provision is pointed out to provide for its extensive civil and military establishments; that operation falling on the opulent only, will be chearfully paid for so beneficial a purpose. The Seminary to consist of 150 sons of nobility and gentry, 150 sons of Naval Officers, and 700 sons of our brave seamen; the whole receive a most liberal education, at a small expense to the public and their friends. The design is grand and worthy the adoption of a great maritime and commercial nation. It is to be hoped that a production of so much national importance will meet with the support of all great and good men."

~~~

A Correspondent in the Gentleman's Magazine for March has published the following notice, which we take the earliest opportunity to promote:—" I shall be much obliged to any of your intelligent Correspondents, if they will inform me, whether *Captain Woodes Roger*, who voyaged to the South Seas, was descended from the Shropshire or Devonshire family of that name? or what arms he bore?" R. S.

~~~

ANECDOTES OF ADMIRAL BOSCAWEN.

ADMIRAL BOSCAWEN acquired the name of *Old Dreadnought* by the following circumstance:—When Captain of the Glory frigate, cruising off Madeira, he singly met two Spanish and one French ship, the latter of more than equal force. Captain B. was asleep, when his Lieutenant went down to awake him, it being in the close of the evening, and asked him what he must do? " Do! O d—n ye, fight them to be sure!" The Captain came immediately upon deck in his shirt, in which situation he fought near two glasses; when the enemy finding they must be taken if they continued the contest, sheered off under cover of the night.

Admiral Boscawen was afterwards laying off Gibraltar, to intercept a French fleet that was in the Mediterranean; he wrote to Captain Barton, who at that time commanded the Litchfield, that the enemy was near, and at the same time enclosed a list of the French fleet, but took particular notice of a new 74 gun ship which they had, and added, " Barton, may I be eternally d—n'd if I do not take that ship, and insure to you the command of her!" She was the first he took in that engagement, and he procured the command of her for Captain Barton.—Such was the intrepid spirit of that brave man, and the punctual exactness wherewith he kept his promises. E.

CORRECT RELATION OF SHIPWRECKS.

[Continued from Vol. III. p. 203.]

No. III.

Ha! total Night, and Horror, here preside;
My stunn'd ear tingles to the whizzing tide;
It is their funeral knell! and gliding near,
Methinks the phantoms of the Dead appear,
But lo! emerging from the watery grave,
Again they float incumbent on the wave;
Again the dismal prospect opens round,
The wreck, the shores, the dying, and the drown'd.

FALCONER.

Lieutenant ARCHER's *Letter to his Mother, containing an Account of the Loss of his Majesty's Ship* PHŒNIX*.

[Now first published.]

*** *We are extremely obliged to the Gentleman who favoured us with this M.S. since it contains so correct and animated an account of one of the most awful events in the Service. The Narrative is simple, and natural; and makes the Reader feel himself on board the* PHŒNIX. *Every circumstance is detailed with feeling, and powerful appeals are continually made to the heart. We also observe, with much pleasure, the devout spirit of a Seaman, frequently bursting forth, and imparting additional sublimity to the relation.*

MY DEAREST MADAM, *At Sea, June* 30, 1781.

I AM now going to give you an account of our last cruize in the Phœnix; and must premise, that should any one see it besides yourself, they must put this construction on it—"That it was originally intended for the eyes of a mother, and a mother only," as upon that supposition my feelings may perhaps be tolerated. You will also meet with a number of sea terms, which if you don't understand, why I cannot help you, as I am unable to give a sea description in any other words.

To begin then:—On the second of August, 1780, we weighed, and sailed from *Port Royal*, bound for *Pensacola*; having two store Ships under convoy, which we were to see safe in; and then cruize off the Havannah, and in the Gulf of *Mexico* for six weeks. In a few days we made the two sandy Islands, that look as if they had just risen out of the sea, or fallen from the sky; inhabited nevertheless by upwards of 300 English, who get their bread by catching turtle and parrots, and raising vegetables; which they exchange with Ships that pass, for cloathing and a few of the luxuries of life, as rum, &c. About the 12th we arrived at *Pensacola*, without any thing remarkable happening, except our getting a vast quantity of fish, sharks, dolphins, and bonetos. On the 13th sailed singly, and, on the 14th, had a very heavy gale of wind at North, right off the land; so that we soon left that sweet place *Pensacola* a distance a stern. We then looked into the *Havannah*, saw a number of Ships there, and knowing that some of them were bound round the Bay, we cruized in their track: a fortnight however passed, and not a single Ship hove in sight to cheer our spirits. We then took a turn or two round the Gulf, but not near enough to be seen from the shore. *Vera Cruz* we expected would have made us happy, but the same luck still continued; day followed day, and no Sail. The dollar bag began to grow a little bulky, for every one had lost two or three times, and no one had won: this was a small gambling party entered into by Sir Hyde and ourselves; every one put a dollar into a bag, and fixed on a day when we should see a Sail; but no two persons were to name the same day, and whoever guessed right first had the bag. We were now tired of our situation, and glad the cruize was almost out, for we found the navigation very dangerous, owing to unaccountable currents; so shaped our course for *Cape Antonio*: the next day the men at the mast head, at about one o'clock in the afternoon, called out, *A Sail upon the weather bow!—Ha! ha! Mr. Spaniard, I think we have you at last. Turn all hands! make sail! all hands give chase!* There was hardly any occasion for that, for the sound of a Sail being in sight, flew like wildfire through the Ship, and every sail was set in an instant, almost before the orders were given. A Lieutenant at the mast head with a spy glass—*What is she? A large Ship studding athwart right before the wind; P-o-r-t! keep her away! set the studding sails ready!* Up comes the little Doctor rubbing his hands, Ha! ha! I have won the bag—The devil take you and the bag; look, what's a head, will fill all our bags. Mast head again—*two more Sail on the larboard beam!* "Archer go up and see what you can make of them." *Upon deck there; I see a whole fleet, upwards of twenty sail coming right before the wind!* Confound the luck of it, this is some convoy or other, but we must try if we can't pick some of them out. *Haul down the studding sails! Luff! bring her to the wind! Let us see what we can make of them.*—About five we got pretty near them, and found them to be twenty-six sail of Spanish merchantmen under convoy of three line of battle Ships, one of which chased us; but when she found we were playing with her (for the old Phœnix had heels,) she left chase, and joined the Convoy; which they drew up into a lump, and placed themselves at the outside of, but we still kept smelling about till after dark. Oh for the *Hector*, the *Albion*, and a Frigate, and we should take the whole Fleet and convoy, worth some millions. About eight o'clock perceived three sail at some distance from the Fleet; dashed in between them and gave chase, and was happy to find they steered from the Fleet,—about twelve came up with a large Ship of 26 guns. "Archer! *every man to his quarters! run the lower deck guns out; and light the Ship up: shew this fellow our force; it may prevent his firing into us, and killing a man or two.*"—No sooner said than done. *Hoa the Ship a hoy! lower all your sails down, and bring to instantly, or I'll sink you:* clatter, clatter, went the blocks, and away flew all their sails in proper confusion.—What Ship is this? *The Polly!*—Whence come you? *From Jamaica.*—Where are you bound? *To New York.*—*What Ship is that?* The Phœnix!—Huzza three times by their whole Ship's company. An old grum fellow of a sailor standing close by me—Oh, d—n your three cheers, we took you to be something else. Upon examination we found it to be as he reported, and that they had fallen in with the Spanish Fleet that morning, and were chased the whole day, and that nothing saved them but our stepping in between; for the Spaniards took us for three consorts; and they, for a Spanish Frigate, till we hail'd them; the other vessels in company were likewise bound to New York. Thus was I, from being worth thousands in idea, reduced to the old 4s. 6d. a day again: for the little Doctor made the most prize money of us all that day, by winning the bag, which contained between 30 and 40 dollars; but this is nothing to what we Sailors sometimes undergo.

---

* The Phœnix, of 44 guns, Captain Sir Hyde Parker, was lost in a hurricane off Cuba, 1780. The same hurricane destroyed the Thunderer, 74; Stirling Castle, 64; la Blanche, 42; Laurel, 28; Andromeda, 28; Deal Castle, 24; Scarborough, 20; Beaver's Prize, 16; Barbadoes, 14; Cameleon, 14; Endeavour, 14; and Victor, 10 guns. *Lieutenant Archer* seems to have been first Lieutenant of the Phœnix at the time she was lost. He was afterwards promoted.

After parting company, we steered S.S.E. to go round *Antonio*, and so to *Jamaica* (our cruize being out), with our fingers in our mouths, and all as green as you please. It happened to be my middle Watch; and about three o'clock, when a man upon the forecastle bawls out, "*Breakers a head, and land upon the lee bow;*" I looked out, and 'twas so, sure enough. *Ready about! put the helm down!*—"*Helm a lee!*"—Sir Hyde hearing me put the Ship about, jumped upon deck—*Archer, what's the matter? you are putting the Ship about without my orders.* "Sir 'tis time to go about, the ship is almost a shore, there's the land."—*Good God! so it is—Will the Ship stay?* "Yes, Sir, I believe she will, if we don't make any confusion—she's all a back—forward now."—*Well,* says he, *work the Ship, I will not speak a single word.* The Ship stay'd very well. Then, *heave the lead! see what water we have.* "Three fathom"—*Keep the Ship away! W.N.W.* "by the mark 3."—"This won't do, Archer." *No, Sir, we had better haul more to the Northward; we came S.S.E. and had better steer N.N.W.* "Steady! and a quarter 3."—*This may do, we deepen a little.*

" By the deep four." *Very well my lad, heave quick,* " 5 fathom!" *That's a fine fellow! another cast nimbly.* " Quarter less 8." *That will do, come we shall get clear by and by*—" Mark under water 5."—*What's that?* Only 5 fathom, Sir!—*Turn all hands up, bring the Ship to an anchor*—" All hands bring the ship to an anchor, hoy!" *Are the anchors clear?* " In a moment, Sir"—*All clear!*—What water have you in the chains now?—8 *half nine.*—" Keep fast the anchors till I call to you."—*Aye, aye, Sir, all fast!* I have no ground with this line. *How many fathom have you out? pass along the deep sea line!* " Aye, aye, Sir."—*Come are you all ready?* " All ready, Sir."—Heave away, watch! watch! bear away, veer away; no ground, Sir, with a hundred fathom—*That's clever! come, Madam Phœnix, there is another squeak in you yet—all down but the watch—secure the anchors again—heave the main-top-sail to the mast; luff! and bring her to the wind.*

You see Madam I told you, you should have a little sea jargon: if you can understand half of what is already said, I wonder at it, though it is nothing to what is to come yet, when the old Hurricane begins. As soon as the Ship was a little to rights, and all quiet again, Sir Hyde came to me, and taking my hand in the most friendly manner—*Archer,* (and tears almost starting from his eyes,) *we ought all to be much obliged to you for the safety of the Ship, and may be ourselves, and lives. I am particularly so, nothing but that instantaneous presence of mind and calmness, saved her; another Ship's length and we were fast ashore; had you been the least diffident, or have made the least confusion, so as the Ship would have baulk'd in her stays, she must have been inevitably lost.* Sir, you are very good, but I have done nothing that I suppose any body else would not have done in the same situation. I did not turn all the hands up, knowing the watch were well able to work the Ship; besides, had it spread immediately about the Ship, that she was almost ashore, it might have created a confusion that was better avoided. *Well,* says he, *'tis well indeed.* At daylight we found that the Current had set us between the *Colladora's rocks* and *Cape Antonio,* and that we could not have got out any other way than what we did; there was a chance, but Providence is the best pilot. We had sun set that day twenty leagues to the S.E. of our reckoning, by the current.

After getting clear of this scrape, we thought ourselves well off, and made sail for Jamaica, but misfortune seemed to follow misfortune. The next night, my watch upon deck too, we were taken with a Squall, like an Hurricane while it lasted; for though I saw it coming, and was prepared for it; yet when it took the Ship, it roared and laid her down so, that I thought she would never get up again. However, by keeping her away, and clewing up every thing, she righted. The remainder of the night we had very heavy

Squalls, and in the morning found the main-mast sprung half way through: 120 *leagues to the leeward of Jamaica, the burricane months coming on, and the head of the main-mast almost off, and at short allowance;* well we must make the best of it. The main-mast was well fished, but we were obliged to be very tender of carrying sail. Nothing remarkable happened afterwards for 10 days, when we chased a Yankee man of war for 6 hours, but could not get near enough to her before it was dark, to keep sight of her; so that we lost her for want of being able to carry any sail on the main-mast. In about 12 days more we made the Island of *Jamaica*, having weathered all the Squalls and put into *Montego bay* for water; so that we had a strong party for kicking up a dust on shore, having found three men of war lying there. Dancing, &c. &c. till 2 o'clock every morning; little thinking what was to happen in four days' time: *for out of the four men of war that were there, not one of them was in being in that time, and not a soul of them alive but what was left of our crew;* and many of the houses where we had been so merry, were so completely destroyed, that hardly a vestige remained to mark where they stood:—*Thy works are wonderful, O God! praised be thy holy name.*

September the 30th, weighed; bound for *Port Royal*, round the Eastward of the Island: the *Barbadoes*, and *Victor*, had sailed the day before, and the *Scarboro'* was to sail the next. Moderate weather until Oct. 2d. Spoke to the *Barbadoes* off Port Antonio in the evening—at eleven at night it began to snuffle, with a monstrous heavy appearance from the eastward,—Close reefed the top-sails. Sir Hyde sent for me—*What sort of weather have we, Archer?* "It blows a little, and has a very ugly look: if we were in any other country but this, I should say we were going to have a gale of wind." *Aye it looks so very often here, when there is no wind at all; however, don't hoist the top-sails till it clears a little, there is no trusting any country.* At twelve I was relieved; the weather had the same grum look: however they made sail upon her, but we had a very dirty night. At eight in the morning I came up again, found it blowing hard from the E.N.E. with close reef'd top-sails upon the ship, heavy Squalls at times. Sir Hyde came upon deck, *Well, Archer, what do you think of it?* Oh, Sir, 'tis only a touch of the times, we shall have an observation at 12 o'clock, the clouds are beginning to break, it will clear up at noon, or else—blow very hard afterwards." *I wish it would clear up, but I doubt it much: I was once in a hurricane in the East Indies; and the beginning of it had much the same appearance as this. So take in the top-sails; we have plenty of sea room.* At 12 the gale increasing still, we wore Ship to keep as near mid-channel, between *Jamaica* and *Cuba*, as possible: at one the Gale increasing still; at two, harder yet: it still blows harder! reefed the courses, and furled them; brought to under a foul mizen-stay-sail, head to the Northward. In the evening, no sign of weather taking off, but every appearance of increasing, prepared for a proper gale of wind; secured all the sails with spare gaskets;—good rolling tackles upon the yards, spaned the booms; saw the boats all made fast; new lashed the guns; double breech'd the lower deckers; saw that the carpenters had the tarpaulins and battins all ready for hatchways; got the top-gallant-mast down upon the deck; jib-boom and sprit-sail-yard fore and aft; in fact, every thing we could think of to make a snug Ship.

The poor devils of Birds now began to find the uproar in the elements, for numbers came on board of us, both of sea and land kinds: some I took notice of, which happening to be to leeward, turned to windward like a Ship; tack, and tack; for they could not fly against it, and when they have come over the Ship, dash themselves down on the deck, and never attempt to stir till picked up; and when let go again, would not leave the Ship, but endeavour to hide themselves from the wind. At eight o'clock a Hurricane! the sea roaring, but the wind still steady to a point: did not ship a spoonful of water. However got the hatchways all secured, expecting what would be the consequence should the wind shift: placed the carpenters by the main-mast with broad axes, knowing from experience that at the moment you may want to cut it away to save the Ship, an axe may not be found. Went to Supper; bread, cheese, and porter: The Purser frightened out of his wits about his bread bags; the two Marine Officers as white as sheets, not understanding the Ship's working so much, and the noise of the lower deck guns; which by this time made a pretty screeching, to people not used to it: it seemed as if the whole Ship's side was going at each roll. *Wooden*, our Carpenter, was all this time smoaking his pipe and laughing at the Doctor; the second Lieutenant upon deck, the third in his hammock. At ten o'clock I thought to get a little sleep; came to look into my cot; it was full of water, for every seam, by the straining of the Ship, had begun to leak; stretched myself therefore upon deck between two chests, and left orders to be called, should the least thing happen. At twelve, a Midshipman came to me, *Mr. Archer! we are just going to wear Ship, Sir!* " Oh! very well, *I'll be up directly; what sort of weather have you got?*" It blows a hurricane! Went upon deck, found Sir Hyde there: *It blows damn'd hard, Archer.* " It does indeed, Sir." *I don't know that I ever remember its blowing so hard before, but the Ship makes a very good weather of it upon this tack, as she bows the sea; but we must wear her, as the wind has shifted to* *the S.E. and we are drawing right upon Cuba; so do you go forward and have some hands stand by; loose the leeyard arm of the foresail, and when she is right before the wind, whip the clue garnet close up and roll the sail up.* "Sir! there is no canvas can stand against this a moment; if we attempt to loose him, he'll fly into ribbands in a moment, and we may lose three or four of our people; she'll wear by manning the fore shrouds." *No, I don't think she will.* "I'll answer for it, Sir; I have seen it try'd several times on the coast of *America* with success." *Well, try it; if she does not wear, we can only loose the fore-sail afterwards.* This was a great condescension from such a man as Sir Hyde. However, by sending about 200 people into the fore rigging, after a hard struggle she wore; found she did not make so good weather on this tack as the other, for as the sea began to run across, she had not time to rise from one sea before another lashed against her. Began to think we should lose our Masts, as the Ship lay very much along, by the pressure of the wind constantly upon the yards and masts alone; for the poor mizen-stay-sail had gone in shreds long before, and the Sails began to fly from the yards through the gaskets into coach whips. My God! to think that the Wind could have such force.

Sir Hyde now sent to see what was the matter between decks, as there was a good deal of noise. As soon as I was below, one of the Marine Officers calls out, *Good God! Mr. Archer, we are sinking, the water is up to the bottom of my cot.* Poo, poo, as long as it is not over your mouth, you are well off; what the devil do you make this noise for?—I found there was some water between decks, but nothing to be alarmed at: scuttled the deck, and let it run into the well, found she made a great deal of water through the sides, and decks; turned the watch below to the pumps, though only two feet of water in the well; but expected to be kept constantly at work now, as the ship labour'd much, with hardly a part of her above water, but the quarter deck, and that but seldom. *Come pump away my boy: Carpenters! get the weather chain pump rigged.* All ready, Sir! *Then man it, and keep both pumps going.* At two o'clock the chain pump was choaked: set the Carpenters at work to clear it; the two head pumps at work upon deck: the Ship gain'd upon us while our chain pumps were idle; in a quarter of an hour they were at work again, and we began to gain upon her. While I was standing at the pumps, cheering the people, the Carpenter's Mate came running to me with a face as long as my arm—"*Oh, Sir! the Ship has sprung a leak in the Gunner's room.*" Go then and tell the Carpenter to come to me, but don't speak a word to any one else: Mr. Goodinoh, I am told there is a leak in the Gunner's room; go and see what is the matter, but don't alarm any body, and come and make your report privately to me." A little after this he returned: "*Sir, there's nothing there, 'tis only the water washing up between the timbers, that this booby has taken for a leak.*" Oh, very well! go upon deck, and see if you can keep any of the water from washing down below." *Sir! I have had four people constantly keeping the hatchways secure, but there is such a weight of water upon deck, that no body can bear it when the Ship rolls.* Shortly afterwards the Gunner came to me; *Mr. Archer, I should be glad you would step this way into the magazine for a moment.* I thought some damned thing was the matter, and ran directly, *Well what's the matter here?* "The ground tier of powder is spoiled; and I want to shew you that it is not out of carelessness in me in stowing it, for no powder in the world could be better stowed: Now, Sir, what am I to do? if you don't speak to Sir Hyde he will be angry with me." I could not but smile, to see how easy he took the danger of the Ship, and said to him, *Let us shake off this gale of wind first, and talk of the damaged powder afterwards.* At four, we had gained upon the Ship a little, and I went upon deck, it being my watch. The second Lieutenant relieved me at the pumps. Who can attempt to describe the appearance of things upon deck? if I was to write for ever I could not give you an idea of it:—a total darkness all above: the sea on fire; running as it were in Alps, or pikes of Teneriffe; mountains are too common an idea: the wind roaring louder than thunder (absolutely no flight of imagination); the whole made more terrible, if possible, by a very uncommon kind of blue lightning. The poor Ship very much press'd, yet doing what she could; shaking her sides, and groaning at every stroke. Sir Hyde upon deck lash'd to windward! I soon lashed myself alongside of him, and told him the situation of things below; the Ship not making more water than might be expected with such weather; that I was only afraid of a gun breaking loose.—*I am not in the least afraid of that; I have commanded her six years, and have had many a gale of wind in her; so that her iron work is pretty well tried, which always gives way first—Hold fast! that was an ugly sea; we must lower the lower yards, I believe, Archer; the Ship is much pressed.* If we attempt it, Sir, we shall lose them, for a man aloft can do nothing; beside, there being down would ease the Ship very little; the main-mast is a sprung mast; I wish it was overboard without carrying any thing else along with it; but that can soon be done, the gale cannot last for ever, 'twill soon be daylight now." Found by the Master's watch it was five o'clock, though but a little after four by ours; glad it was so near daylight, and looked for it with much anxiety. *Cuba,* thou art much in our way! *another ugly sea:* sent a Midshipman to bring news from the pumps: the Ship was gaining on them very much, for they had broke one of their chains, but 'twas almost mended again. News from the pump again, *she still gains! a heavy lee!* Back water from leeward half way up the quarter deck, filled one of the cutters upon the booms and tore her all to pieces; the Ship lying almost upon her beam ends, and not attempting to right again. Word from below that the Ship still gained on them, as they could not stand to the pumps, she lay so much along. Said to Sir Hyde, " This is no time, Sir, to think of saving the masts, shall we cut the main-mast away?" *Aye! as fast as you can.* I accordingly went into the weather chains with a pole axe to cut away the lanyards; the Boatswain went to leeward, and the Carpenters stood by the mast: we were all ready! when a very violent sea broke right on board of us, carried every thing upon deck away; filled the ship full of water; the main and mizen masts went: the Ship righted, but was in the last struggle of sinking under us. As soon as we could shake our heads above water, Sir Hyde exclaimed, *We are gone at last, Archer! foundered at sea!* " Yes, Sir, farewell! and the Lord have mercy on us!" I then turned about to look forward at the Ship, and thought she was struggling to get rid of some of the water: but all in vain; she was almost full below. *God Almighty! I thank thee, that now I am leaving this world, which I have always considered as only a passage to a better, I die with a full hope of thy mercies, through the merits of Jesus Christ thy Son, our Saviour.* I then felt sorry that I could swim; as by that means I might be a quarter of an hour longer dying, than a man who could not; as it is impossible to divest ourselves of a wish to preserve life. At the end of these reflections, I thought I felt the Ship thump, and grinding our feet: 'twas so! " *Sir, the Ship is ashore*" What do you say? *The Ship is ashore, and we may save ourselves yet!* By this time the quarter deck was full of men that had come up from below; and the Lord have mercy on us, flying about from all quarters. The Ship made every body sensible now that she was ashore; for every stroke threatened a total dissolution of her whole frame; found she was stern ashore, and the bow broke the sea a good deal, though it was washing clean over at every stroke. Sir Hyde, *Keep to the quarter deck my lads, when she goes to pieces 'tis your best chance!* A providential circumstance got the fore-mast cut away, that she might not pay round broad side: lost five men cutting away the foremast, by the breaking of a sea on board, just as the mast went: that was nothing; every one expected it would be his own fate next: looked for day-break with the greatest impatience: at last it came! but what a scene did it shew us! the Ship upon a bed of rocks, mountains of them on one side, and cordeliers of water on the other; our poor Ship grinding, and crying out at every stroke between them; going away by piece-meal: however, to shew the unaccountable workings of Providence, that often what appears to be the greatest evil, proves to be the greatest good—that unmerciful sea lifted, and beat us up so high among the rocks, that at last the Ship scarcely moved. She was a very strong Ship, and did not go to pieces at the first thumping, though her decks tumbled in. We found afterwards that she had beat over a ledge of rocks, almost a quarter of a mile without us; where if she had struck, every soul of us must have perished. I now began to think of getting on shore; so stripped off my coat, and shoes, for a swim; and looked for a line to carry the end with me. I luckily could not find one, which gave time for recollection: this won't do for me, to be the first man out of the Ship, and first Lieutenant; we may get to England again, and people may think I paid a great deal of attention to myself, and did not care for any body else. No, that won't do; instead of being first, I'll see every man, sick and well, out of her before me.

I now thought there was not a probability of the Ship's going soon to pieces, therefore had not a thought of instant death: took a look round with a sort of philosophic eye, to see how the same situation affected my companions; and was not surprized to find the most swaggering swearing bullies in fine weather, were now the most pitiful wretches on earth, when death appeared before them: several people that could swim, went overboard to try for the shore; nine of them were drowned before our eyes. However, two got safe; by which means, with a line we got a hawser on shore and made fast to the rocks, upon which many went, and arrived safe. There were some sick and wounded on board, who could not go this way; so we got a spare top-sail-yard from the chains, and got one end ashore, and the other into the cabin window, so that most of the sick got ashore this way. As I had determined, so I was the last man out of the Ship, which was about ten o'clock. The gale now began to break. Sir Hyde came to me, and taking me by the hand, was so affected as to be hardly able to speak. *Archer! I am happy beyond expression to see you on shore! but look at our poor* Phœnix! I turned about, but could not say a single word, being too full: my mind had been too actively employed before, but every thing now rushed upon me at once, so that I could not contain myself; and I indulged for a full quarter of an hour. By twelve it was pretty moderate; got some sails on shore, and made tents, found great quantities of fish drove up by the sea in holes amongst the rocks; knock'd up a fire, and had a most comfortable dinner. In the afternoon we made a stage from the cabin windows to the rocks, and got out some provisions, and water, lest the Ship should go to pieces, and then we must all perish with hunger and thirst; for we were upon a desolate part of the coast, and under a rocky mountain, which could not supply us with a single drop of water.

Slept comfortably this night; and next day, the idea of death vanishing by degrees, the prospect of being prisoners, perhaps during the war, at the Havannah, and walking 300 miles to it, through the woods, was unpleasant; however, to save life for the present, employed this day in getting more provisions and water on shore, which was not an easy matter, on account of decks, guns, and rubbish, that lay over them, and ten feet of water besides. In the evening I proposed to Sir Hyde to repair the remains of the only boat left; and that I would venture to Jamaica myself; and if I got safe, would bring vessels to take them all off; a proposal worth thinking of. It was next day agreed to; so got the cutter on shore and set the Carpenters to work on her; in two days she was ready, and at four o'clock in the afternoon, I embarked with four volunteers, and a fortnight's provisions: hoisted English colours as we put off from the shore, and received three cheers from the lads left behind, which we returned, and set sail with a light heart: having not the least doubt, that with God's assistance, we should soon come back and bring them all off. Had a very squally night, and a very leaky boat; so as to keep two buckets constantly bailing. Steered her myself the whole night by the stars; and in the morning saw the Island of Jamaica, distant about twelve leagues. At eight in the evening arrived in *Montego* bay.

I must now begin to leave off, particularly as I have but half an hour to conclude, else my pretty little short letter will lose its passage, which I should not like after being ten days at different times writing it; beating up with the convoy to the northward, which is a reason that this epistle will never read well; for I never sat down with a proper disposition to go on with it; but as I knew something of the kind would please you, I was resolved to finish it; yet it will not bear an overhaul; so don't expose your son's nonsense. But to proceed: I instantly sent off an express to the Admiral; another to the Porcupine man of war: and went myself to *Martha Bray* to get vessels; for all their vessels here, as well as many of their houses, were gone to *Moco*. Got three small vessels, and set out back again to *Cuba*, where I arrived the fourth day after leaving them. I thought the Ship's crew would have devoured me on my landing; they whisked me up on their shoulders presently, and carried me to the sent where Sir Hyde was. I must omit many little anecdotes that happened on shore for want of time; but I shall have a number of stories to tell when I get alongside of you; and the next time I visit you, I shall not be in such a hurry to quit you as I was the last, for then I hoped my nest would have been pretty well feathered; but my tale is forgot.—I found the Porcupine had arrived that day, and the lads had built a boat almost ready for launching, that would hold fifty men; which was intended for another trial in case I should have foundered. Next day embarked all our people that were left, amounting to 250; for some had died of the wounds they got coming on shore; others by drinking rum; and others had straggled into the country. All our vessels were so full of people, that we could not take away the few cloaths that were saved from the wreck; that was a trifle, since our lives and liberties were saved. To make short of my story, we all arrived safe at Montego bay; and shortly after at Port Royal, in the Janus, which was sent on purpose for us, and were all honourably acquitted for the loss of the Ship. I was made Admiral's *Aide-de-Camp*, and a little after sent down to *St. Juans*, Captain of the Resource, to bring what were left of the poor devils to Blue fields on the Musquitto shore; and then to Jamaica, where they arrived after three months' absence, and without a prize, though I looked out hard, off *Porto Bello* and *Carthagena*. Found in my absence that I had been appointed Captain of the Tobago; where I remain his Majesty's most true and faithful servant, and my dear Mother's

Most dutiful Son,

——— ARCHER.

* * *

The following is the Copy of a Letter to Mr. MOTTLEY, *from an Officer on board the Squadron off the Black Rocks, dated at Sea, March 26, 1804, and appeared in the Portsmouth Telegraph the 9th of April.*

SIR,

YESTERDAY we witnessed an event, one of the most affecting that occurs in a seaman's life, including those only, which, as in the present instance, involve neither disgrace nor suspicion of misconduct. Between eight and nine o'clock in the morning, the Magnificent, of 74 guns, lying at anchor off the Saintes*, with the Impetueux, the Colossus, and the Montague, in the act of getting under weigh, struck on an unknown shoal of rocks, the discovery of which has been dearly purchased for future pilots by the utter loss of this noble vessel. Those who are at all acquainted with the character of Captain Jervis, and the other Officers of the Magnificent, need not be told, that every possible exertion was made, nothing left undone that nautical skill could suggest, or courage and promptness could execute. The boats were hoisted out, and the pumps kept in full action; but to no purpose. In less than an hour after she had struck, the water was up to her orlop deck. Nothing now remained but to preserve the crew, and the Captain made signals accordingly. His Majesty's ships Indefatigable and l'Aigle anchored on the bows of the Magnificent; and the Pickle schooner, and Fox cutter, on her starboard quarter. The boats of the squadron deserve every praise for the alertness with which they gave their assistance. The signals, which the occasion required, were made by the Captains of the respective ships, and as promptly executed: And though, no doubt, it were to be wished that the discovery of the shoals had been made at a less dear rate, than the loss of such a Ship, and of all its stores, yet it must have been a great consolation to Captain Jervis, as well as satisfaction to the Admiralty and the public, that not a man was lost. Every soul had been rescued before half past ten; the time at which she foundered. Captain Jervis went on board the Montague to his particular friend, Captain Otway, who, with the Officers and boats of the Montague had been eminently zealous and active.

---

* Opprobriously called, by Officers, the Black Rocks.

"No shade of blame rests on Captain Jervis or his Officers. The French pilots were themselves ignorant of the shoal; it is not marked down in any existing chart. Some of us present remembered the fine song of Cowper on the loss of the Royal George, and compared our own misfortune with that infinitely greater calamity. We have lost Ship, stores, ammunition; we have preserved skill, courage, loyalty—a crew of British sailors! Wishing heartily, however, that my next may communicate better tidings,

"I remain, Sir, &c."

"P.S. There are nineteen sail of the line in Brest harbour, with their sails bent, and ready to come out; four of them are three deckers."

Naval Reform.

FOURTH REPORT OF THE COMMISSIONERS OF NAVAL INQUIRY.

[Continued from page 226.]

THE first division or column contains the names of the persons entitled to shares, arranged in classes, according to their rank; the second column shews the quality of the persons entitled; the third, the amount of their respective shares; the fourth, the time of the shares being paid; the fifth column is allotted to the signature of the party receiving; and the sixth, to the name of the witness attesting the receipt. Lists of this sort are put into the hands of a recall agent, where he is to make the whole distribution; where a part distribution has already taken place, he is furnished with extracts from the lists containing the names, qualities, &c. of those only whose shares remain unpaid.

Stated days twice a month were fixed by him for the private agents of seamen to attend. Upon these days it was usual for the private agents and attornies, or persons so representing themselves, to resort to the recall agent, and (strange as it may appear) instead of giving in a list of the persons whose shares they profess to be entitled to receive, they were permitted to look through the distribution-list, and to sign their names in the fifth column as attornies for as many of the claimants as they thought proper. A few days after they called again, and then used to receive the amount of the shares for which they had signed, without producing any authority under which they acted, or pretended to act. Within three or four years past this practice was in some measure altered. The private agents or attornies were allowed at their first coming to sign the lists as before; but they were required to leave their authorities to be inspected by the recall agent, who, upon their next coming, paid or withheld the shares for which they had signed, according as he was, or was not, satisfied with the authorities produced. Their signatures were not, however, erased from the shares not paid them, but remained, from an expectation (as it is alledged), that they might afterwards produce better authorities, and clear up the doubts which prevented their receiving the money in the first instance. It was stated, indeed, that these signatures were always erased when the time arrived for accounting with Greenwich Hospital, and that the recall agent had the following check against their being mistaken for receipts, as they import; namely, that the signatures set against the shares actually paid (and those only) were attested by themselves, or one of their clerks, in the sixth column.

It is obvious, that this mode of signing the lists for shares not received was likely to create errors, and was capable of being used as a cover for fraud. This practice too was (it seems) reformed about twelve months ago; and the authorities are now left with the recall agent to be compared with the lists before the private agent or attorney is permitted to sign. Nevertheless, we have thought it proper to enter into a detail of this mode of signing the lists, because we have no means of ascertaining whether the reform is general, unless we should bring before us every agent who pays recalls; and though it were general, yet there is no security that the abuses which have existed in this branch may not at any time be renewed. In some of the lists which we examined, we observed in this fifth column, the signatures of persons not professing to be the immediate attornies to the parties interested: the entries were in this form: " A. B. for C. D. Atty." The recall agents are also in the habit of corresponding with the petty agents at the ports, who may be said to trade in prize-money, and frequently debit themselves in the distribution-lists as acting for them, charging a commission of two and a half per cent. The entry in the fifth column is then made in this form: " A. B. (the recall agent) for C. D. Atty." or A. B. (the recall agent), for C. D. on account of E. F. Atty." It is apparent, that the recall agent sometimes surmises, that the money so paid over by him to persons having or pretending to have powers, does not reach the true owner. For it will be found in the evidence of Mr. James Poulain, that he required deeds of indemnity from two persons to whom he and his partner were in the habit of making many payments for shares of prize money. One of these deeds which we inspected, was dated so late as the 17th of March, 1802, and was made between Messrs. Poulain and Keys, and Benjamin Hitchins, by the description of navy agents.

It recited, that Messrs. Poulain and Keys had paid to the said Benjamin Hitchins, several sums of money due to Officers and seamen for proportions of prize-money, the said Benjamin Hitchins acting (as he alledged) as attorney or agent for such Officers and seamen; but not producing at the time the powers whereby he, or the persons he represented, were empowered to receive; and farther, that they were likely to pay him other sums in like manner, and might be called upon to pay the same over again. Then followed a covenant of indemnity against all such payments made since the first of January, 1793, and also against all such payments as should afterwards be made by them.

When a list is about to be closed, preparatory to paying over the unclaimed shares to Greenwich Hospital, in which list any shares of Officers remain unpaid, it appears to have been usual for the clerks of the recall agent to give notice to such Officers of their claims, and to receive for so doing a gratuity of two and a half per cent. commission.

That persons entitled to shares should be informed of it, is perfectly right; but the fact is stated for the purpose of drawing the following inference: If it happen, even in a few instances, that Officers are ignorant of such claims at the distance of three years and three months after the first distribution (the period allowed for the agents to pay over the unclaimed shares to Greenwich Hospital), surely it must happen in many cases, that the inferior classes of seamen are not informed of their rights, and so they or their families lose the benefit belonging to them. Add to this, that the seaman's ignorance of his right is an incitement to the fraudulent practices before mentioned; namely, the receiving of his prize money by means of pretended powers.

Another evil arising from irregularity may properly be noticed here. The powers of attorney given by seamen are frequently general, and extend to wages, prize, bounty money, &c. due, or which may become due to them.

The same power is often executed by many seamen, in some instances by as many as two hundred or more, some claiming shares under some distributions, some under others. One reason assigned for these general powers, and for inserting so many names in one power, is, that if separate powers were given for every prize, or distinct powers by every claimant, the cost of the power, upon which the stamp duty alone is fifteen shillings, would often exceed the money to be received. It is to be observed, that the powers so executed by many having distinct interests, with one stamp only, are not valid in law, and therefore should not be permitted. Yet we find, that not only the inferior agents, but those of the greatest respectability, and most extensive concerns, have been in the practice of paying to the persons appointed by them. We believe that this facility has often proceeded from a good motive, an unwillingness to delay or refuse payment to the seamen; but it should be remembered, that the observance of form and regularity is a protection against deceit; and that the neglect of such precautions leads to abuses. It is manifest that the illiterate are very likely to be imposed upon by these general powers; and it is not to be supposed that a sailor will consider much the contents or effect of a paper which he executes in concert with fifty or an hundred shipmates.

In giving an account of the emoluments of a prize agent, we noticed, that the commission was not wholly received by the efficient agent, but that others, not doing any part of the business, shared his emoluments, who were either joined in the appointment, or had a secret understanding with him. This strikes us as an improper proceeding, not to be passed over without farther notice. An evil may naturally be expected to flow from it, namely, that the efficient agent, deprived by these means of such profit from his commission as would be a fair retribution for his labour, will seek an equivalent from other sources, and will be tempted to make good this drawback by improper charges to be deducted from the proceeds. On the other hand, if that which remains to the agent, after these defalcations, be a sufficient remuneration, it proves that the captors are charged unjustly with the excess. Perhaps it may be said, that the real agent derives a considerable exclusive profit from the money in his hands, of which he has the use in cases of appeal, commonly for three years, and often for double that period; but surely this would be pleading one abuse as a palliative for another. The agent can have no claim to the use of this money. It was never meant as part of his profit. It sets his interest at variance with his duty; and for that reason, if there were no other, it should not be permitted to continue among the sources of his emolument. Strong suspicions have been entertained *, that among some of the agents abroad it has actually led to the basest treachery. Whether any thing so iniquitous as is there surmised can be justly imputed to this cause or not, there appear to be abundant reasons for not allowing the agents to have the use of the proceeds of prizes to such an amount, and for so long time, as was permitted in the late war. The property is in many instances too great to be trusted to an individual, especially if that individual be engaged in trade; and most of the prize-agents abroad are merchants. They are tempted to speculate upon it; and we find that some of the most considerable among them have failed at different periods for very large sums. The principal agency house in Jamaica, which is said to have been concerned in nine-tenths of the captures carried into that island during the last war, amounting in value to about two millions one hundred and forty-three thousand pounds sterling, has been very lately under pecuniary embarrassments †; and at that time they were

---

* See Captain Cochrane's Examination, page 222.

† *The Examination of Mr. Henry Devis, Clerk to Messrs. Willis and Waterhouse; taken upon Oath the* 13*th of April*, 1803.

How long have you been a clerk to Messrs. Willis and Waterhouse?—I arrived at Jamaica in the month of May or June 1800, and became a clerk to Mr. Benjamin Waterhouse, a partner in that house, and remained with him at Jamaica as principal clerk until November 1801; my employment was keeping their books generally, as merchants and as prize agents.

greatly in arrear to Greenwich Hospital for unclaimed shares, and had in their hands more than one hundred and ninety seven thousand

---

Is the account current now shown you, between Thomas Finch, late Master's Mate of his Majesty's ship Regulus, and the house of Willis and Waterhouse, an exact copy from their books?—It is a copy in substance, but not in form, a balance having been struck at Jamaica previous to the entry of the last item on the debit and credit sides of the account.

What authority was there from the late Mr. Finch for opening such account current?—I do not know any more than by advancing him monies prior to any prize money for captures becoming payable; we were in consequence obliged to open an account current with him.

Has it been a general practice with the house at Jamaica to open accounts current under similar circumstances?—Yes, it has.

Are the vouchers for the account current of Thomas Finch in England?—They are not.

Are copies of the books of Willis and Waterhouse at Jamaica transmitted to the house in London?—They are not; a great part of the original books were brought over by me, relating to their general concerns, and also the greatest part of the prize lists: the books of the house of Willis and Waterhouse at Jamaica, and John Willis and Co. in London, are kept perfectly distinct; and except for head money, bills, and some cochineal, and other trifling matters sent to England, I do not believe there are any transfers of prize concerns made from the books of Willis and Waterhouse at Jamaica, to those of John Willis and Co. of London. Since my arrival I have made various payments to Officers, and Messrs. Poulain and Keys have recalled the lists for the petty Officers and seamen, which has been done by sums of money paid by John Willis and Co. on account of Willis and Waterhouse, which was regularly charged to their account.

Were all the distributions of prize-money, placed to the credit of the account of Mr. Finch, actually made on or before the 6th of June, 1798, the day on which they are placed to his credit?—I cannot speak from memory; I must have reference to the books.

Did you ever discharge any prize money on the distribution list of the Regulus, to the account current of Thomas Finch, and witness the same?—I believe I have; but I cannot speak with certainty.

What is meant by the credit given to Mr. Finch on 27th of May, 1799, by his orders on Newton for 59l. 14s. 4d.?—I do not know.

Has the balance of the account, as stated, been paid to the representatives of Thomas Finch?—I do not know; but I apprehend that it was remitted at the same time that the account was forwarded by the Jane in July, 1799.

Do you not apprehend, if the balance of this account had been remitted to the party, or his representatives, that their name or names would have stood in the books?—Certainly; but without knowing the person to whom the bill might have been remitted, I cannot trace in the bill book the name of the person.

Can you prove by the books you have in England, whether the balance of Thomas Finch's account has been actually paid or not?—I think so.

If the representatives of Thomas Finch, duly authorised, should apply to you as clerk to the house of Willis and Waterhouse, would you, as soon as the house pounds depending on appeals, besides the proceeds of prizes undistributed, amounting to ninety-five thousand pounds, retained

---

renews its payments, pay the balance of that account?—Certainly; if I could not prove that it had been previously paid.

Do the house of Willis and Co. having a balance of prize-money which may have been carried to the account current of a person deceased, take any means of discovering and giving notice of such balance to the family or representatives of the deceased?—They certainly do give notice; for prior to the expiration of three years, when the money is paid into Greenwich Hospital, they advertise the lists for recall, stating the name of the King's ship making the capture, and the name of the prize. I conceive that every party interested will, on seeing such advertisement, naturally apply to know whether they are entitled to receive any part thereof.

Do you in such advertisement mention the balances which remain in your hands of prize-money, which has been carried to an account current between you and the party?—No.

Do you take any other means of giving information to the representatives of deceased Officers or seamen of the balance of prize-money in your hands?—I know of no other information that can be given.

Are not the greatest number of prize-lists which you brought home with you from Jamaica, books on which payments have been made on that island? —Yes.

Has it been the invariable practice of the house here to advertise such payments in this country afterwards?—Messrs. Poulain and Keys having had the recall of them, I believe have invariably advertised them, as it is a regular charge made by them.

Is it the practice, in making payment to Greenwich Hospital of unclaimed shares of prize-money, to pay in the balance of prize-money which may have been carried to account current?—It has been done in several instances, and Mr. Waterhouse sent his books over to England for the purpose of paying sums that might be due to the parties; and it was his intention, after he had brought his business within certain limits, to pay over to Greenwich Hospital all sums standing due on accounts current to Officers in the navy.

Have the unclaimed shares of captures, stated in the account current of Thomas Finch, been paid into Greenwich Hospital?—They have.

Has the balance of his account current been paid in?—It has not.

Why has it not?—I do not know.

When Messrs. Willis and Waterhouse employ Messrs. Poulain and Keys to recall prize-money, is it the practice to furnish them with the original distribution list, or a copy of it, or only an extract from it of the unpaid shares?—They have the original lists, and extract the open shares themselves.

As you say you would certainly pay to the representatives of Thomas Finch the balance of his account current, if you could not prove that it had been paid, have you not employed yourself to ascertain whether it has been paid or not, since the receipt of the precept for the production of the account current?—In part I have, but not sufficiently to warrant me to pay without a further reference.

What have been the usual charges made by Messrs. Willis and Waterhouse upon the prizes consigned to their management?—An agency commission of principally for the purpose of defraying the expenses of the appeals.

---

five per cent. upon the gross amount of the proceeds; besides the actual expenses incurred in the condemnation and sale of the prizes, and distribution of the money.

H. DEVIS.

Ch. W. Pole.
Ewan Law.
John Ford.
Henry Nicholls.

Further Question, and Reply thereto, put the 14*th Day of April,* 1803.

Have you examined the books and accounts of Messrs. Willis and Waterhouse, so as to ascertain whether the balance of Thomas Finch's account has been paid or not, either to himself or his representatives?—I have examined the books of John Willis and Co. and do not find that such balance was paid by them on account of Willis and Waterhouse.

H. DEVIS.

Ch. M. Pole.
Ewan Law.
John Ford.
Henry Nicholls.

The further Examination of Mr. Henry Devis, Clerk to Messrs. Willis and Waterhouse; taken upon Oath the 14*th of April,* 1803.

Do you conceive yourself, or Mr. John Willis, most capable of giving us information on the subject of the prize concerns of Messrs. Willis and Waterhouse?—I think myself; Mr. Willis has not been at Jamaica I believe since the year 1784, and has had no management or controul in prize agency whatever.

For what number of captures do you suppose the house of Willis and Waterhouse has been concerned?—About fourteen hundred.

What do you apprehend has been their value?—About three millions of Jamaica currency, or 2,143,000l. sterling.

What proportion of prize-agency do you apprehend the house of Willis and Waterhouse had of the general prize agency business at Jamaica?—I should think nine tenths.

What is the balance now in their hands?—The amount of prizes undistributed is about 181,000l. currency, or 129,285l. sterling; out of which about 48,000l. currency, or 34,285l. sterling, has been advanced to Officers; and the amount of vessels pending in the Court of Appeals is 277,000l. currency, or 197,857l. sterling. The best part of the 181,000l. currency, or 129,285l. ster-

Another irregularity which we have had occasion to observe in the business of prize agents, is, that they have in many respects disre-

---

ling, is reserved, by desire of the captors, to defray any expenses or damages which may be incurred in prosecuting the appeals to the amount above stated. The unclaimed shares, I believe, do not amount to above 18,000l. sterling.

Upon what authority has prize-money for vessels condemned been reserved, pending the appeal of other vessels ?—By the authority of the Captains making the captures, sometimes by letter, and sometimes verbally.

Has the house of Willis and Waterhouse constantly given notice in the Gazette or other public paper, as required by act of Parliament, previous to the payment of prize-money ?—I believe invariably.

Has it been the practice of Messrs. Willis and Waterhouse, as prize agents at Jamaica, to deliver to the Collector, Customer, or Searcher of his Majesty's Customs there, two of the gazettes or other newspapers in which notifications of the payment of prize-money have been given, as directed by the 56th Section of the Prize-act ?—I do not know whether it has or has not been done.

Has the amount of sales of prizes captured by ships which may have returned to England from Jamaica, or of unpaid shares, been constantly remitted to the house of John Willis and Company, to enable them to make the payments in England ?—No, they certainly have not; and the principal business of Mr. Waterhouse sending his books to England by me, was to pay such amount of prizes remaining in his hands.

Has it been usual with the house of Willis and Waterhouse, on the capture of prizes, to advance money to the captors before the general distribution ?—It has.

Has not the house of Willis and Waterhouse been in the practice of discharging shares of prize-money on the distribution lists, to accounts current ?—Yes.

What authority do they require from individuals for opening accounts current ?—I believe we have no other authority for discharging prize-money to account current, but the necessity of so doing from having advanced money on account of such prize-money.

Have they carried prize-money to account current out of the distribution lists, in cases where there has been no balance due to them on account, as well as where they have been in advance to the parties ?—Not to my recollection, without being desired to do so by the parties.

Having credited any person in an account current for the amount of his prize-money received by you, do you conceive yourselves justified in letting it pass out of your hands, other than by the order of such person, or of his legal representative ?—No; but should it not be claimed during the three years, it would be paid by Mr. Waterhouse into Greenwich Hospital, as has been done in some instances of the Officers of his Majesty's ships Regulus and Magicienne.

Did not the house of Willis and Waterhouse act as agents for many of the Admirals, Captains, and Lieutenants, on the Jamaica station, and in consequence receive their prize-money, and carry the amount to their respective credits in accounts current ?—We opened accounts current with all the Admirals and Captains for whose ships we were agents, and for Lieutenants in such instances as we might have advanced monies on account.

garded the directions of the Statute passed for the regulation

---

Have they, at the expiration of the term for paying the balance into Greenwich Hospital, paid over also what balance of prize money may have been in their hands belonging to such persons as above mentioned?—I do not know any instances where there were any balances due to Admirals or Captains, excepting to such as were entitled to receive the same themselves, or their representatives.

Are there no balances due to any Admirals, Captains, or Lieutenants, now in the hands of Messrs. Willis and Waterhouse, on account of prize-money which has been distributed upwards of three years?—I cannot recollect.

At the period for paying to Greenwich Hospital the unclaimed shares of prize-money, does the house of Messrs. Willis and Waterhouse close their distribution list, or keep it open for payments till the time when they shall actually send their accounts to the Hospital, and pay in the balance?—Payments are continued to be made upon the lists until the unclaimed shares are paid into Greenwich Hospital.

Do you understand a distribution list to be discharged, when it is stated against the name of any party, that his prize-money has been carried to account current? – No; I conceive it to be the intention of Mr. Waterhouse to pay into Greenwich Hospital all balances of prize-money which may be entered in an account current; I only consider it so far discharged as the amount of debt to Willis and Waterhouse.

For what purpose do you receive from the distribution lists more than is sufficient to discharge such debt?—We give credit for the whole amount of the prize-money, with the intention of paying the balance to the parties.

When you pay over to Greenwich Hospital the unpaid shares of prize money, at the expiration of the time prescribed by the Act, do you accompany the account with a copy of the general distribution list, shewing what persons have been paid, and in whose names the balance appears due, or only give in an account of the unpaid shares?—We did not, until January last, give in an account of the shares paid; but it was requested to be done by the Deputy Treasurer, and we complied therewith.

Is not the mode of carrying prize-money to account current, and then paying back to Greenwich Hospital the balance of the account, liable to uncertainty, as this balance may be decreased or diminished by other articles being blended in the account current, not belonging to prize money?—It is so.

What is the number of accounts current open by the house of Willis and Waterhouse, with different persons, on account of prize-money?—I cannot tell.

Are they to any great number?—There are a great many.

Has not the house of Willis and Waterhouse been prosecuted for penalties, for not complying with the regulations of the act respecting prize-agency?—Not that I know of.

Is there any bill in Chancery against the house of Willis and Waterhouse, brought by the Officers of Greenwich Hospital on the subject of prize-agency?—There is one existing now for their refusal to pay interest on certain unclaimed shares.

Has not the house of Willis and Waterhouse lately suspended its payments?—Yes, since the 3d of March; but I expect they will resume their payments in a few days.

of their conduct (as before noticed) at the beginning of the last war.

What allowance do Messrs. Willis and Waterhouse make to Messrs. Poulain and Keys, or other agents, for paying recalls?—One half per cent.

What proofs do Messrs. Willis and Waterhouse require of the payments made by Messrs. Poulain and Keys?—They give in a statement of the different classes paid, and their amount, and we have reference to their lists of recall, to see if the discharges given to them are sufficient, which, should they not be, we are liable to double payment as the actual agents.

In giving security at Jamaica for the amount of prizes in appealed cases, what number of persons may at different times have been joined with the house of Willis and Waterhouse?—I do not know whom, or what number of persons may have given bail for the house.

H. DEVIS.

Ch. M. Pole.
Ewan Law.
John Ford.
Henry Nicholls.

Alteration made by desire of this Examinant, 15th of April, 1803.

There are balances due to several, but to none that I recollect who have not claimed them, or who are not acquainted with such monies being due to them.

H. DEVIS.

Ch. M. Pole.
Ewan Law.
John Ford.
Henry Nicholls.

DESCRIPTION OF PLATE CXLIX.

THIS Marine View from Spithead, by Mr. Pocock, represents a Sloop of War lying-to, with her Head-Sails to the Mast; on the fore ground an Oyster Smack is introduced, and in distance to the left a Galliot Gun-Vessel: Beyond this is seen FORT MONKTON, a favourite design of the Duke of Richmond: the South Part of it occupies the place where the *Gillkickers* used to stand, as a Mark for coming through the Narrows into Spithead from the Seaward. To the Right of the Mouth of the Harbour are seen Portsmouth Church, the Platform, and Flag Staff.

In the Guide, or Abstract of the History of Portsmouth, which was published by Mottley in 1802, and of which an account will soon be given in our Literary Department; we have the following particulars relative to *Portsmouth Harbour* and *Spithead*:—

"This sea road between the Isle of Wight and the continent of Hampshire, from Cowes to St. Helen's, is near 20 miles in length, and in some places three miles broad: It is capable of receiving with ease more than a thousand sail of shipping. The anchoring ground is kept exceeding good by the flux and reflux of the water, from east to west twice every tide. It is thus rendered so safe, that seamen call it *The King's Bed-chamber*. Even the Sands contribute to its safety: the Spit, or bank of sand lying to the North, breaks the sea on that side; the Horse's Bank does the same to the East, and Norman's Land, and the Mother Bank, the same on the South.

"Portsmouth harbour is not broader at the mouth than the Thames at Westminster; and, as the water flows seven, and ebbs but four hours, the flux is greater out than in; so that the bottom is always scouring, and the water running out in an angle; this throws the bar to the S.W. and forms a bank called the *Spit*; leaving a channel close under the shore to South Sea Castle."

The Town of Portsmouth is in Lat. 50 deg. 47 min. N. and Long. one deg. 6 min. W. where it is high water on full and change days, at a quarter past eleven o'clock. The Academy is in Lat. 50 deg. 48 min. N. Some curious Letters respecting Portsmouth appeared in the London Chronicle for 1800, signed *Preventer*.

NAVAL LITERATURE.

The Shipwreck, a Poem by W. FALCONER, *a Sailor: the Text illustrated by additional Notes, and corrected from the First and Second Editions, with A Life of the Author, by* JAMES STANIER CLARKE, *F.R.S. Vicar of Preston, and Chaplain of the Household to the Prince. Royal and Imperial Octavo.* 1804. (220 *Pages.*)

MR. CLARKE continues his labours in Naval Literature with undiminished zeal, and has relaxed his mind, after the fatigues of composing the first volume of his National Work on the Progress of Discovery, by the now pleasing task of the Biographer, and Critic. A Life of Falconer had long been despaired of by literary men; and if our memory does not fail us, Dr. Anderson, in his edition, declared that no materials existed. We therefore opened this volume with surprise, and have perused it with considerable pleasure.

In addition to this valuable Biographical Memoir, we are indulged with many new Notes not only by the Editor, but by his Brother who has lately returned from his travels in Greece, and by Captain George Clarke, of the Braakel, who, at the close of the year 1802, was nearly shipwrecked in the very place which Falconer celebrates, at the entrance of Porto Leone, the harbour of Athens. We have also Notes from Mr. Pocock, the Rev. W. L. Bowles, and a learned Neapolitan: and the whole is illustrated by five Vignettes, and three large plates from the correct and marine pencil of Mr. Pocock, engraved by Fittler in his best manner. A more splendid Literary Monument could not have been raised to the memory of Falconer.

Our first attention will be directed to the life: the principal materials of which were contributed by Governor and Lieutenant Hunter, and by Mr. Murray, of Fleet Street. Mr. William Falconer was born about the year 1730, and was the son of an industrious barber at Edinburgh: all the children, except our author, were either deaf or dumb; and two of them died in the poor house at Edinburgh, labouring under their infirmities. Falconer commenced his naval career on board a merchant vessel at Leith; he afterwards served in the capacity of a servant to Campbell, the author of Lexiphanes, when purser of a ship.

Falconer was afterwards Second Mate of a vessel employed in the Levant Trade, which was shipwrecked during her passage from Alexandria to Venice. Only three of the crew survived, and from this melancholy event he drew the outline, and characters, of The Shipwreck. He continued in the Merchant service, until by dedicating his Poem to His Royal Highness Edward Duke of York, in the spring of

1762, he had gained his patronage. By this excellent Prince he was advised to quit the Merchant service for the Royal Navy, and was accordingly rated a Midshipman on board Sir Edward Hawke's Ship, the Royal George; when Falconer began his friendship with Governor Hunter, who came from the same part of Scotland, and was a Midshipman on board the same Ship. At the Peace of 1763, the Royal George was paid off, when Falconer was introduced to the gallant brother of his friend, Mr. William Hunter, then Midshipman on board the Sutherland; at present the Veteran Lieutenant of Greenwich Hospital, who, like the Governor, is universally beloved and respected.

On the death of his Royal Patron, Frederick Duke of York, Sept. 17, 1763, Falconer was advised by his friends to exchange the military for the civil line in the Royal Navy, and accordingly in the course of the above year he was appointed Purser of the Glory Frigate, of 32 guns, which was afterwards called the Apollo. He soon afterwards married Miss Hicks, the daughter of the Surgeon of Sheerness yard: Mr. Clarke is of opinion that Mrs. Falconer is still living; if so, it is probably in the neighbourhood of Rochester. Through the medium of our CHRONICLE, we may be able to assist Mr. Clarke in this respect, and should be glad if any of our friends could assist this Gentleman, by forwarding to us any further information relative to Falconer: as Mr. Clarke observes, Mrs. F., if living, may possess not only a miniature of her husband, but many manuscripts and letters which would tend to throw additional light on his Biography.

When the Glory was laid up in Ordinary at Chatham, Commissioner Hanway, brother to the celebrated Jonas Hanway, became the patron of our Naval Poet. The Captain's cabin was ordered to be fitted with a stove, and with every addition of comfort, that Falconer might pursue his literary occupations. In this retirement he finished his celebrated dictionary of the Marine: an improved edition of which has been long prepared by Mr. M'Arthur, the author of Naval

Court Martials, &c. and we can only lament that the numerous avocations of this Gentleman have not allowed him leisure to send this edition to press.

Falconer, after this, resided in a garret in London, and gained a pittance by writing, under Mallet, for the Critical Review. In 1768, Mr. Murray, the father of the present bookseller, offered Falconer a share in the bookselling business, in which Mr. Murray succeeded Mr. Sandby. This however was not accepted, or at least continued in by Falconer: who in 1769 was appointed Purser to the Aurora Frigate, Captain Lee, on board of which he sailed for India with Messrs. Vansittart, Scrofton, and Forde, who promised him the lucrative post of being their private Secretary.

The Ship sailed from England on the 30th of September, 1769; an account of its safe arrival at the Cape is given in a letter, published in Mr. Duncombe's Collection (Vol. III, p. 137.) Captain Lee, though a stranger to the Mosambeque Channel, would not be dissuaded from attempting it: which so much displeased Mr. Vansittart, that if an outward-bound East Indiaman had been at the Cape, he would have quitted the Aurora. Mr. Clarke then informs us, that on the 19th of November, 1773, a Black was examined before the East India Directors, who affirmed, that he was one of five persons who had been saved from the wreck of the Aurora; that the said Frigate had been cast away on a reef of rocks off Mocoa; that he was two years upon an Island after he escaped; and was at length miraculously preserved by a country ship happening to touch on that Island.

Such is the very imperfect outline, which we are enabled to give, of the information that appears in this Biographical Memoir, which extends through thirty-four pages. In our next we shall consider the Notes; and examine the Poetry under our Poetical Department. The Dirge of Poor Orion, which closes this Memoir, is among the most beautiful of Mr. Bowles' compositions.

[*To be continued.*

Naval Poetry.

Bright-ey'd Fancy hovering o'er,
Scatters from her pictured Urn
Thoughts that breathe, and words that burn!

SONG.

BY THE REV. W. L. BOWLES.

(From his Poem called the Picture.)

FORGET me not, tho' forced to go
Wide o'er the raging sea;
When the Night Winds blow,
And the Moon is high
In the paly sky,
My Love I will think of thee.
" He look'd in my eyes, for I could not speak;
A tear he wiped from his dark brown cheek:
O then, my own true Sailor said,
" Though the roaring sea
Part my Love and me;
Yet if such betide
My bonny, bonny Bride,
She shall be the young milk maid."
O green are the bushes that flow'r in the burne,
And I grieve for my love, who may never return.

* * *

THE SEA SHORE.

BY DR. AIKIN.

FREQUENT along the pebbly beach I pace,
And gaze intent on ocean's varying face.
Now from the main rolls in the swelling tide,
And waves on waves in long procession ride:
Gath'ring they come, till gain'd the ridgy height,
No more the liquid mound sustains its weight;
It curls, it falls, it breaks with hideous roar,
And pours a foaming deluge on the shore.
From the bleak pole now driving tempests sweep,
Tear the light clouds, and vex the ruffled deep;

White on the shoals the spouting breakers rise,
And mix the waste of waters with the skies;
The anch'ring vessels, stretch'd in long array,
Shake from their bounding sides the dashing spray;
Lab'ring they heave, the tighten'd cables strain,
And danger adds new horror to the main:
Then shifts the scene, as to the western gales
Delighted commerce spreads her crowded sails.
A cluster'd groupe the distant fleet appear,
That, scatt'ring, breaks in varied figures near.
Now, all-illumin'd by the kindling ray,
Swan-like, the stately vessel cuts her way:
The full-wing'd barks now meet, now swiftly pass,
And leave long traces in the liquid glass:
Light boats, all sail, athwart the current's bound,
And dot with shining specks the surface round.
Nor with the day the sea-born splendours cease;
When evening lulls each ruder gale to peace,
The rising Moon with silv'ry lustre gleams,
And shoots across the flood her quiv'ring beams.
Or, if deep gloom succeed the sultry day,
On ocean's bosom native meteors play,
Flash from the wave, pursue the dipping oar,
And roll in flaming billows to the shore.

* * *

CRAZY KATE.

COWPER.

THERE often wanders one, whom better days
Saw better clad, in cloak of satin trimm'd
With lace, and hat with splendid ribband bound.
A serving maid was she, and fell in love
With one who left her, went to sea, and died.
Her fancy follow'd him through foaming waves
To distant shores; and she would sit and weep
At what a sailor suffers; fancy, too,
Delusive most where warmest wishes are,
Would oft anticipate his glad return,
And dream of transports she was not to know.
She heard the doleful tidings of his death—
And never smil'd again!—and now she roams
The dreary waste; there spends the livelý day,

And there, unless when charity forbids,
The livelong night. A tatter'd apron hides,
Worn as a cloak, and hardly hides a gown
More tatter'd still; and both but ill conceal
A bosom heav'd with never-ceasing sighs.
She begs an idle pin of all she meets,
And hoards them in her sleeve; but needful food,
Though press'd with hunger oft, or comelier clothes,
Though pinch'd with cold, asks never——Kate is craz'd.

~

BRYAN AND PEREENE.

A WEST-INDIAN BALLAD.

Founded on a real fact, that happened in the island of St. Christopher, about two years ago. The Editor owes the following Stanzas to the friendship of Dr. James Grainger, who was in the island when this tragical incident happened, and is now (in 1765) an eminent Physician there.

THE north-east wind did briskly blow,
The ship was safely moor'd,
Young Bryan thought the boat's-crew slow
And so leapt overboard.

Pereene, the pride of Indian Dames,
His heart long held in thrall,
And whoso his impatience blames,
I wot, ne'er lov'd at all.

A long long year, one month and day,
He dwelt on English land,
Nor once in thought or deed would stray,
Tho' ladies sought his hand.

For Bryan he was tall and strong,
Right blithsome roll'd his een;
Sweet was his voice whene'er he sung,
He scant had twenty seen.

But who the countless charms can draw,
That graced his Mistress true?
Such charms the old world seldom saw,
Nor oft I ween the new.

Her raven hair plays round her neck,
Like tendrils of the vine;
Her cheeks red dewy rose buds deck,
Her eyes like diamonds shine.

Soon as his well known ship she spied,
She cast her weeds away,
And to the palmy shore she hied,
All in her best array.

In sea-green silk so neatly clad,
She there impatient stood;
The crew with wonder saw the lad
Repell the foaming flood.

Her hands a handkerchief display'd
Which he at parting gave;
Well pleas'd the token he survey'd,
And manlier beat the wave.

Her fair companions, one and all,
Rejoicing crowd the strand;
For now her lover swam in call,
And almost touch'd the land.

Then through the white surf did she haste,
To clasp her lovely swain;
When ah! a shark bit through his waist;
His heart's blood dy'd the main!

He shriek'd! his half sprang from the wave,
Streaming with purple gore,
And soon it found a living grave,
And ah! was seen no more.

Now haste, now haste, ye maids, I pray,
Fetch water from the spring;
She falls, she swoons, she dies away,
And soon her knell they ring.

Now each May morning round her tomb
Ye fair, fresh flowerets strew,
So may your lovers 'scape his doom,
Her hapless fate 'scape you.

FROM

SHAKESPEARE.

Queen.—REMEMBER, Sir, my Liege,
The Kings, your Ancestors: together with
The nat'ral brav'ry of your Isle; which stands,
As Neptune's Park, ribbed, and paled in
With Oaks unskaleable, and roaring Waters;
With Sands, that will not bear your enemies' boats,
But suck them up to th' topmast.—A kind of conquest
Cæsar made here, but made not here his brag
Of *came, and saw, and overcame.* With shame,
(The first that ever touch'd him) he was carried
From off our coast, twice beaten; and his shipping,
(Poor ignorant baubles) on our terrible Seas,
Like Egg-Shells mov'd upon their surges, crack'd
As easily 'gainst our Rocks. For joy whereof,
The fam'd Cassibelan, who was once at point
(Oh giglet Fortune!) to master Cæsar's sword,
Made Lud's Town with rejoicing fires bright,
And Britons strut with courage.

CYMBELINE.

INSCRIPTION

AT

GODWOOD IN SUSSEX.

Under the carved head of Admiral Anson's Ship the Centurion [*], which is a Lion, and is now to be seen at an Inn, near the Duke of Richmond's, at Godwood, in Sussex, is inscribed the following lines:—

STAY, Traveller, awhile, and view
One who has travelled more than you;
Quite round the globe, thro' each degree;
Anson and I have plow'd the sea;
Torrid and frigid zones have passed,
And safe ashore arriv'd at last;
In ease and dignity appear,
He, in the *House of Lords*—I here.

---

[*] In No. II. of our Appendix to the First Volume of the NAVAL CHRONICLE, we gave some curious particulars relating to the Centurion.

NAVAL HISTORY OF THE PRESENT YEAR,

1804.

(March 26 to April 26.)

RETROSPECT.

THE Naval, as well as the Political History of Europe for the current year, is greatly illuſtrated by the pamphlets of repute, which appear at intervals, and suffer the spectators to catch an hasty peep behind the curtain of the political theatre : to these therefore we shall occasionally in the Retrospect pay a short attention. Mr. *Plowden*, the author of the History of Ireland, in a postliminious preface to his work, which has lately appeared, has favoured the public with some highly interesting sketches, respecting his transactions with Ministers, which throw considerable light on the history of the present period, and the manners of those who are behind the curtain.

But the Naval Historian will derive a greater fund of information from two anonymous pamphlets of authority : " *Cursory Remarks on the State of Parties*, when Mr. Addington took the Helm, *by a Near Observer*;" and the Reply which the author has lately subjoined to *Some of his Answerers*, particularly The Plain Answer, and that signed by A Member of Parliament. To such of our professional readers as may wish for some amusement during a tedious cruise, we particularly recommend both these pamphlets ; particularly the last, as it throws considerable light on many important naval events in the last War.

This anonymous Author thus prefaces his reply : " Alone, and weak, and opposed to the most fearful odds, I still dare the Combat ; still am bold in the Cause. My Credentials are from my Enemies. I have professed a desire to serve, not to flatter, Government ; I have pointed to its weaknesses. I say, I stand alone."

He then proceeds to illustrate some historic facts of importance : " Mr. Pitt, however, could have told his Amanuensis, that whether at *Ferrol*, or in the *Baltic*, or at *El Arisch*, that his popularity began to droop, at the period when he thought proper to espouse the Catholic Question so devoutly, and when it became so urgent, as to compel him to agitate, with so much perseverance, the Royal conscience upon that most unfortunate topic ; petitions, particularly in the northern counties, were actually preparing against the prolongation of hostilities . . . . When General Kleber (speaking of the breaking off of the treaty at El Arisch) received information of this Order, from Sir Sydney Smith, the formalities of the treaty were not only completed, but the French General was actually within *five hours* of the appointed time for the evacuation of Cairo . . . It is well known that the Vizier demanded, and obtained, the dismission of Sir Sydney Smith, in consequence of this horrible transaction (the massacre of the Turks; who, in consequence of the treaty, had advanced without artillery). The man who had saved his country, and half the civilized world, at Acre and El Arisch, was expelled from Egypt, and as yet to expect his recompence from a grateful country."—Speaking of the Convention with Denmark, August 29, 1800—" Did it require the presence of a British Fleet, a British Admiral, with so many gallant Officers, and their crews, to witness the opprobrious Treaty with the potent Emperor of the Isle of Zealand? to behold our blood and our honour forgotten together—to decorate the triumph of Captain Crabbe, decked out in stars and ribbands, for the very Act which, eight months before, had disgraced *Vandockum?* Was it necessary to break the hearts of the Navy of England by bringing the triumphant *Freya* into Portsmouth, to be repaired by British Shipwrights, and with British money?" With the following note, which contains a curious fact relative to Malta, we shall now proceed to record the events of the preceding month—" Sir Charles Stuart (an ever honoured and lamented name) had actually received orders from Lord Melville to admit a Russian garrison into Malta; which, rather than obey, that great Officer (then greatest) threw up his command. The Patriot and the Statesman prevailed over the Soldier's ardour, and the Empire was saved by his generous self-devotion. It is with sentiments very different from malevolence towards any man, that I refresh these laurels on his Tomb.—They distill no poisons, and will flourish for ever green in the memory of Britons: while Malta is still the monument of his Fame, and the bulwark of this Country."

Imperial Parliament.

HOUSE OF COMMONS.

NAVAL DEBATES CONTINUED.

DEBATE ON THE PRESENT NAVAL DEFENCE OF THE COUNTRY.

In a debate of this importance and length, it will be impossible for us to detail all the Speeches; nor, indeed, is it necessary. We shall only attend to the leading men; and endeavour faithfully to report the language which the Naval Members employed. We must, however, acknowledge ourselves at a loss to discover the Motive, which could induce Mr. Pitt to place himself, so conspicuously, at the head of the Alarmists on this occasion.

THURSDAY, MARCH 15.

MR. PITT rose to bring forward his promised motion on the present state of the Naval Defence of the country.

"As I have reason to believe, Sir, that a part of the information respecting the naval defence of the country, which it is my wish to have laid before the House, is not likely to be refused by his Majesty's Ministers; it is not my intention, in the first instance, to occupy your time by any detailed observations. At present, I shall content myself with little more than opening the nature of the information which appears to me to be necessary. Conceiving it to be understood, that if objection should arise to the production of some of the papers to be moved, I may have an opportunity of afterwards more fully delivering my sentiments to the House. The object of the first of the motions which it is my intention to submit, is, *that an address may be presented to his Majesty, praying that his Majesty will be pleased to give orders for laying before the House an account of all the ships of the line, fifty-gun ships, frigates, sloops, gun-brigs, and other vessels actually in commission in the years ending the 31st of December*, 1793; *on the 30th of September*, 1800; *and also on the 31st of December*, 1803; *distinguishing how many of these were severally employed as guard-ships, hospital-ships, gun-brigs, and gun-boats, at these different periods of time.* By the production of this account, the House will be enabled to see what was the actual amount of the naval defence of the country at the end of the first year of the war, in which the country is now engaged, and the war that had been commenced in 1793, under far different circumstances. I do not wish at present to enter into any detail of the actual state of our naval preparations at the present moment, but it is not surely asking too much to call for documents, to shew that our preparations now, are adequate to the crisis in which the Empire is placed. The point for the House to consider, is, what was the relative danger of the situation of the country under different circumstances? What were the existing means of repelling the dangers which threatened? What was the comparative use made of these means by the servants of the crown? When the dangers of the country increase, it is not, Sir, surely, requiring any thing unnecessary, to see that the defence adopted by the Government is that which was most applicable to the nature of those dangers. There is, Sir, one description of force which strikes almost every man as that to which a considerable addition should be formed. If I have been rightly informed, it was not before the beginning of the present year that any attempt was made to augment the species of naval defence now referred to. When the nature of the enemy's preparations was considered, it might have been supposed that the great object of the exertions of the Admiralty would have been to augment that description of force which was most particularly applicable to the peculiar circumstances of the Empire. But how, Sir, does the matter appear now to be placed? It was not before the beginning of January that any contract was entered into for building any portion of this description of force, and then only 23 gun-vessels are contracted for by the *Admiralty*. Of these vessels only five are to be completed at the end of three months, and the remainder not before the expiration of nine months from the time the contract was formed. Now, Sir, if the *Board of Admiralty* was convinced of the necessity of building such an additional number of vessels, how are we to account for the mode in which the contract is to be carried into effect? Is there any thing in the state of our information as to the preparations of the enemy, to justify that Board in thinking, that this species of force will not be wanted at as early a period as possible, with the view of repelling invasion? Will it be denied, that, as far as relates to defeating any attempt at invasion, this very description of naval force is far superior to any other which can be employed? We have long since learnt, that it is the object of the enemy to attempt invasion with light vessels, and a flotilla, *which can only be successfully resisted by vessels of a similar description* *. On what principle then is it that no part of these twenty three gun-brigs are to be completed in less than three months; and that, with the exception of five, no less than nine months are to clapse before a description of force so essential is brought into activity?

Even in the month of *August* last, when measures of vigorous preparation began to be adopted in this country—when Ministers, in common with the public at large, saw that an invasion by means of a flotilla was threatened—when from two or three hundred vessels, the force of the enemy in the port of Boulogne alone, was increased, since the month of November, to upwards of a thousand vessels—when it was allowed, that the delay in the execution of the long-threatened attempt arose merely from the immense scale of the enemy's preparations, a scale of preparations indeed not even apprehended in imagination at the origin of the war:—when all these circumstances were deliberately compared, is it not extraordinary, that the Board of Admiralty did not sooner think of some means of meeting the force of the enemy with suitable means of protection against attack? But it is not only on the general augmentation of the enemy's force in Boulogne that I would on the present occasion rest my argument. The fact is, I believe, Sir, that there is every reason to think, that in addition to the immense collection of light vessels in the harbour of Boulogne, the enemy have at this moment in the same port, *one hundred and fifty stout gun-vessels*, to be employed in the protection of the less formidable flotilla. If Ministers have repeatedly declared to Parliament and the public, that the period was daily anticipated, when the exertions of all orders of the State would be necessary to repel a desperate attempt of the enemy; was it not, Sir, natural to expect, that the description of force most adapted to meet the threatened attempt, would be completed with the greatest expedition? An additional reason for my wishing to press an inquiry into this part of the subject is, the recollection of what was done on occasions of a nature in some degree similar to the present during the late war, though certainly in no point of view equal in magnitude of interest or national danger. I can state then, from positive recollection and knowledge, that the exertions made in three different years of the last war, when it was judged necessary to prepare a force of this description, its amount was much greater, and much more expedition was used in completing it, than at the present unexampled crisis. The years to which I refer, are the years 1794, 1797, and 1801, previous to the accession of the present Board of Admiralty to power. In each of those years it was judged proper to have a number of gun-vessels prepared, and a contract was accordingly made for their completion within a given period. As far as my recollection goes, the contract at that time was so formed, that a certain number of the vessels were to be completed in eight or ten weeks. There was another description of them which was to be completed in fourteen weeks, and this was the longest interval suffered after the contract was accepted by the Lords of the Admiralty. Sensible that expedition is on this subject infinitely desirable, and that not a day ought to be lost in accelerating the actual service of every description of light force, it is my object, that an account of the orders issued by the Admiralty for building gun-vessels should be laid before the House, specifying the terms of the contract, and the time agreed on for its completion. If this paper is produced, I shall feel it my duty on a future day to move, *that an Address be presented to his Majesty, that he will be graciously pleased to give orders for using greater expedition in augmenting that species of naval force best calculated for meeting and resisting any attack of the enemy, for guarding the Narrow Seas, and for protecting the Coasts of the Country.* The next Motion (the 3d) which I propose to make, is, for *An Address to his Majesty, that he will be graciously pleased to give directions, that there be laid before the House copies of the several Orders which have been given by the Lords Commissioners of the Admiralty, for building Gun-vessels by contract in the years* 1794, 1797, 1801, *and* 1803; *together with the amount of the force at each of these periods, the time when those Vessels were contracted for, and when they were to be completed.* By this paper, the House will be enabled to form an opinion how far the conduct of the *Board of Admiralty* has corresponded with the magnitude of the danger to which the Empire is exposed.

---

* Mr. Pitt in this passage seems to be a better Orator than a Seaman: which was the case with many Speakers in this debate.

It will not be denied, that this view of the subject is highly interesting, and certainly takes precedence of every other consideration. But, Sir, there is another view of the subjet, of which no one will attempt to deny the importance. When we reflect what is the nature of the war in which the country is now engaged, we are, doubtless, in the first instance, to look forward to *immediate means* of protection: But we should be injudiciously discharging our duty if we did not look forward to the actual state of our Naval Establishment on a great scale. The present is a war in which we contend for all that is dear to man in society; and I would have it clearly understood, that it is a war of which I cannot allow myself to lose sight of the idea, that it may be a contest of considerable duration. In this view we have to consider by what means our Naval Establishment is to be rendered adequate, not only to the great struggle which may ensue, but that may give us the means of supporting our Naval superiority after the great crisis is past. Our fleet must, even after all prospect of immediate danger is removed, be kept on that footing, which may enable us to take the lead in any great effort for the glory, not of this country alone, but in defence of the liberties and the independence of Europe, and of the World. I shall not now enlarge on this point; but I must be permitted to say, that the existing state of our naval establishment is a subject, the interesting nature of which the House cannot for a moment hesitate to admit. When a new war was entered into, and when there was reason to believe that it would be one of some duration, it certainly was the duty of the *Board of Admiralty* carefully to consider what were the probable aids which the exigencies of the service might require. At present I am alluding chiefly to the condition of the ships now actually in commission. After a war which continued without intermission for ten years, and in the course of which the services of the Navy had been equally distinguished by labour, and by gallantry; it was naturally to be expected, that a number of Ships were in a situation which did not render them capable of being employed without considerable repairs In the course of the last war, the number of Ships of the line, was as high as an hundred and twenty, by a series of the utmost zeal, activity, and spirit on the part of the *Board of Admiralty.* It is not now my object to call for any explicit account of the number of Ships now in commission, but it is not going too far to ask, Whether after that war had continued ten years, Ministers, on the conclusion of Peace, took any measure to keep up this formidable naval establishment? I certainly do think, that on the conclusion of Peace, the permanent establishment of the Navy ought to have been an object of the deepest interest; and that the propriety of supplying successive augmentation, should have formed a matter of uniform attention. Admitting the propriety of thus successively augmenting the navy, there are two modes in which the object may be effected. The one is, by building in his Majesty's dock yards; and the other, by contracting for Ships in the yards of private merchants. From the history of the Navy of this country for a long series of years, it is clear, that the mode of building Ships of the Line, in the yards of the merchants, is that which has been most generally resorted to. I believe, Sir, I am not carrying my assertion too far when I affirm, *that for a great number of years, upwards of two-thirds of the Ships of the Line in his Majesty's Navy were built in the dock-yards of the merchants.* Any man that knows any thing of naval affairs, knows that the supplies to the navy from the King's dock-yards are quite inconsiderable; and that of the ships built, the greater part consist of vessels of an inferior description, in point of force, in any of his Majesty's fleets. During the late war, no less than twenty-six sail of the line were added to the Navy; but, Sir, these were not composed of ships built in his Majesty's yards in the course of the war; but of vessels, some of which had been laid down five, nine, or ten years, before the war commenced. There were not out of this number more than two ships laid down in the King's dock-yards after the war broke out; and they were not brought into service till a late period of its duration. What, then, is the Inference from these Facts? The inference I draw from it is simple; it is, that if supplies of ships may be required during the continuance of the war, and if there is no probability of procuring these supplies through the King's dock-yards, the yards of private merchants must be resorted to. But, if I am not grossly misinformed, the *Board of Admiralty* have made no contracts to any extent for supplying any deficiency in the Navy, which may occur in the course of a very few years of the war. This is a Subject on which to affect concealment would be quite ridiculous. From the very nature of the contracts, and the mode in which they are invited by public advertisement, every man who has the least curiosity on the subject, may, without the least difficulty, have it gratified. He may even ascertain, not only what is the number of vessels contracted for; but the places where they are to be built; the terms on which they are contracted for; and the time when it is expected they may be ready for actual service. *Having taken some pains to inquire into this matter, I cannot find that since* 1801, *when the present Board of Admiralty came into power, more than two ships of the line have been contracted for* in any of the merchants' yards *(a loud cry of Hear! hear!)* When I state this, it strikes me that I cannot urge a stronger argument for Inquiry into this subject. If it is at all times an essential object that our Navy should be kept in a constant state of effective strength, adequate to any extraordinary emergency which might take place—if this was at all times a most important object, it was surely, Sir, more peculiarly the duty of the Admiralty at the conclusion of the late Peace. At that time an establishment of fifty thousand seamen was voted by Parliament; and surely nothing can be a stronger proof, of an idea that the Peace was not likely to be of long duration. Ministers besides, according to their own statements, owned that the whole conduct of the French Government had been one uniform series of insult and aggression. With this knowledge, how comes it to pass, Sir, that no exertion was made to repair those losses in the Navy, which a war of ten years necessarily produced. We find that only two new ships of the line are contracted for at this moment; and it will not be denied, that many more years must elapse before any considerable supply can be obtained — It ought not to be forgotten, that in time of war, the building of ships of the line in the King's dock yards, must be in a great measure suspended: On what possible ground then, Sir, is it that the dock-yards of the merchants are left unemployed? If I am not misinformed, there are at this time on the river no fewer than fourteen slips for building ships of war, not one of which is put into use *. On this point, the necessity for inquiry appears to me so urgent, that without further arguing it, I shall only state, that I mean to move, *that an humble Address be presented to his Majesty, praying that the proper Officer be ordered to lay on the table the orders issued by the Board of Admiralty for the building of new Ships of war in* 1793, *and since* 1801; *specifying the orders for building, the time when built and launched, or when it is expected that those, not yet completed, will be launched.* I should think the information still more satisfactory, if the account included a statement of the different species of vessels; but as this may appear liable to some objection, I shall not press it on the present occasion. If, in all former wars, the Navy has derived its chief supplies from the merchants' yards, I should, on the production of the account now referred, beg leave to put it to the House, on what ground it is, that now, when a supply is most imperiously required, only two ships of war are on the stocks in merchants' yards? This is a matter on which it strikes me that Parliament ought strongly to express their opinion. If an adequate cause exist, let that cause be stated. If no cause exist, then let this inconvenience be removed.—The next Motion (5th) I shall bring forward, is, *for a similar account of the number of Ships of the line contracted for in the Merchants' yards, the dates of the contract, and times when built, and launched.*—A Noble Lord, a friend of mine, (Lord Castlereagh,) a few days ago told the House a great deal about the comparative force of our Navy at this moment, and in former wars. The statement then given was quite general, and could not be made the ground of any particular conclusion. But there is one point on which I think it right at present to advert, as it tends to disprove one part of the Noble Lord's arguments. I mean to refer to the number of seamen now employed, contrasted with the number at the commencement of last war. At the breaking out of the last war our force was on a peace establishment, and the number of seamen employed was not more than 16,000. A very short time prior to the rupture, an augmentation of 2,000 men took place. At the end of the first year of the war this number was augmented to no less than seventy-six thousand, though the means of augmentation were not at all so extensive as those now in existence. At the commencement of the present war, we set out with an establishment of 50,000 seamen, and Ministers must have entertained a prospect of a rupture from hour to hour. Under such circumstances, and with such a prospect, what has been the result? Ministers certainly had every inducement to increase the number of seamen, and they were furnished with every means for that purpose. At the commencement of the rupture, in consequence of the prodigious increase of our commerce, the Maritime Marine of the country, the great nursery for the Navy, had increased in an astonishing degree. With the use of all these advantages, the number of seamen, which, at the commencement of the war was 50,000, had not been augmented to more than 86,000. In the one case, the augmentation was more than in the proportion of five to one, where in the other it was not even double, but was above three fourths beyond the original amount.

---

* Mr. Pitt, without intention, is here paying, in a Seaman's opinion, the highest compliment to the present Board.

The Right Honourable Gentleman concluded, by a few general observations, stating, that he wished the production of the papers at present merely as preparatory to future inquiry; and concluded by intimating, that he meant to move for an account of the number of Seamen in the first year of the last and present war.

The first of the motions, relative to the comparative amount of the naval force of the country in 1793, and at the present moment, was then put from the Chair: When

Mr. *Tierney* rose, and, with that clear and manly eloquence by which he has always been distinguished, replied in substance as follows:—

I must request the attention of the House for a short time, while I endeavour to reply to a few of the observations of the Right Honourable Gentleman who has introduced this discussion. I am sensible under what disadvantages any man must labour who attempts to arrest the attention of the House while the eloquence of the Right Honourable Gentleman is still fresh in their recollection. A consideration of public duty, however, induces me to disregard this consideration at the present moment, and fairly to deliver my sentiments on the question. I have no difficulty then in declaring, that *the motion of the Right Honourable Gentleman does appear to me one of the most extraordinary which ever was submitted to this House.* It strikes me as a motion, the only tendency of which is to produce an effect which every honest man must deplore; to engender discontents in the country, from one end to the other; to shake the confidence which the people have hitherto been inclined to repose in the Government; and to create doubts of the sufficiency of that force which they have at all times looked up to as the firmest pillar of national security. What is extraordinary on the part of the Right Honourable Gentleman, is his bringing forward a Motion, in point of fact, on no ground deserving the attention of the House, for he has only set up his individual opinion against the opinion of the Admiralty. Where proper grounds are made out for inquiry into the conduct and character of public men, I shall never be backward in supporting motions which have this end in view: But where no events have taken place which could excite suspicion, where there was not the slightest disposition to censure out of door—[*Here the Right Honourable Gentleman was interrupted by a most loud cry of Hear! hear! from the opposite side.*

of the House]—I am resuming, said he—somewhat astonished at this very loud expression of opinion on the other side of the House—but I must beg the liberty of repeating my former expression: I will go further, and challenge any Gentleman in this House, to point out the particular district in the country, where the slightest symptom of discontent with the measures of Government has been manifested. [*Here another loud cry of Hear! hear!*] I am ready, Sir, to admit that in this House there is abundance of turbulence and noise; but when I go from this House into public, I am at a loss to account for so much violence among a few individuals, while in the country all is calm and tranquil. Gentlemen may choose to express their disapprobation of the opinions I offer; but this shall not in the slightest degree deter me from candidly offering my sentiments. *I declare then, that to me there does not appear to be a single Parliamentary ground laid for any suspicion of the conduct of the Board of Admiralty.* The usual grounds for inquiries into the naval department have been, that convoys have been unnecessarily postponed; that the enemy's fleets have escaped, or been suffered with impunity to collect their force [*Hear! hear!*] that they have been able to effect partial landings on our coast; or, that some instance of flagrant neglect had been exhibited. But not one of these can now be brought forward as arguments for inquiry. At a time when commerce is protected to a degree beyond almost all precedent; when all those best acquainted with military affairs were satisfied; when the country, with the exception of a few individuals here, repose the fullest confidence in the talents of the Noble Lord at the head of the Admiralty; when there was a general persuasion of the conduct of Ministers being marked with energy and with wisdom, I should wish to ask the House if this is the fit moment for introducing such a motion as the Right Honourable Gentleman has thought proper to bring forward? I am really, Sir, at a loss to know, how long ago it is since the Right Honourable Gentleman changed his opinion of the Noble Lord against whom he now directed his attack with so much zeal. I need not remind him of the eulogium, which three years ago he passed on the Noble Lord's character and professional talents. I need not recall to his remembrance his declaration, *that whatever doubts might be entertained of the talents of this or that person, of Lord St. Vincent's abilities it was impossible to entertain a doubt.* Whatever might be other people's defects, Lord St. Vincent was the man whom the public at large looked up to, naturally and necessarily as the person fittest to preside over the Admiralty at a period of the most trying difficulties. They have witnessed the numerous services, which in the course of a long life he has rendered his country; and they cannot fail to acknowledge that few men have done themselves more honour than the Noble Lord, in his exertions to raise himself to the station which he now so honourably fills. I am convinced, Sir, that the Noble Lord would lose every thing sooner than the good opinion of his countrymen; that no honours which his Majesty could bestow, that no emoluments which he could derive from office, could compensate for any imputation thrown on the fair fame which he has so honourably acquired. The sort of attack made on him this evening, must hurt his Lordship's feelings more severely than any sort of imputation on his conduct. The Right Honourable Gentleman does not bring any charge against the Noble Lord for criminality on his part, as far as the nature of his department is concerned. He does not accuse him of any unfair bias in the exercise of his power, but he calls on us this evening to side with him, merely because he has thought proper to take up a particular opinion as to the naval defence of the Empire. We are to place all on our opinion of the Right Honourable Gentleman's skill in naval affairs. I am ready to do justice to his great talents on many subjects which come under discussion in this House. As a Volunteer, and a friend to the Volunteer System, I have listened with pleasure to many of his suggestions for its improvement. The Right Honourable Gentleman may have some pretensions to settling the land service, but surely he might have contented himself with that, and not have interfered with the sea: Lord St. Vincent might not be influenced by the same panic as the Right Honourable Gentleman: I confess it is rather asking too much to ask us to take it for granted, in the absence of all proof, that Lord St. Vincent has been deficient in the exercise of his public duty. The most meritorious Officers are employed in the service. There exists a general feeling of confidence in the energy and wisdom of the naval administration of the country. But the Right Honourable Gentleman lays a great deal of stress on the circumstances attending a supposed contract *for twenty-three Gun-vessels.* On this point I shall, before I sit down, make a few observations. In the mean time I have only to say of the first motion, that it is not my intention to resist it. I should only beg leave to suggest that, instead of one year of the late war, the account should include three or four successive years, and in this way the House would be able to form a better notion of the conduct of the Admiralty than by one solitary example. As to the paper which it was the object of the first motion to procure, it strikes me that all party questions ought to be put out of the question till it is fairly before the House. All that I have at present to say of it, is, that when it is produced, I am convinced Gentlemen will find the naval force of the country much greater than they were prepared to expect.

I have to state now, for the information of the House, that the whole Naval Force of this country amounts to no less than *fifteen hundred and ninety-six*, composed of vessels of all descriptions. There are 19 Trinity House vessels, 373 gun-brigs, in every point of view as efficient as those, to which the Right Honourable Gentleman has referred. Nineteen East India ships are employed in the Naval service, and we have a flotilla of 628 vessels fully equipped, and ready at the shortest notice to proceed to any destination. *(Hear! hear!)* Now, Sir, as to *the twenty-three gun vessels*, of which the Right Honourable Gentleman said so much in his speech. He blames the Noble Lord at the head of the Admiralty, that three months have been allowed to complete a certain number of them, while the rest are not to be ready in less than nine months. With this he is anxious of contrasting what happened in three cases during the late war, though by the bye he himself admits that fourteen weeks were employed in building the Gun-vessels at that period. But, Sir, admitting the fact as to this contract to be true, though I beg it to be understood that I take it merely on the Right Honourable Gentleman's declaration, what mighty charge would it imply against the First Lord of the Admiralty? *Whether is the Noble Lord, or the Right Honourable Gentleman, to be considered the best judge on the subject of such an arrangement?* If one part of the Gun-vessels was ordered to be ready in three months, and the other not before the conclusion of nine, is it unfair to presume that the Noble Lord acted on a conviction that this was the most politic mode of proceeding? The House will recollect that the Noble Lord had only a certain number of men at his disposal; and till the contrary was established, is it unjust to presume that he regulated the contracts by a calculation of the time when the vessels would be wanted, and when he could, consistently with the other branches of the service, supply them with their complement of men? The Right Honourable Gentleman knows that the vote of seamen was 100,000. By his own vote he allowed that this was an establishment of men adequate to the circumstances of the country. With such an establishment, the Noble Lord could not at once attend to every part of the service. The ports of the enemy were therefore, in the first instance, blocked up, their larger naval force was narrowly watched; and after these points were attended to, objects of less importance attracted a suitable share of attention. The House had no proofs of criminality before it, but the great Right Honourable Shipwright behind me tells us that the Noble Lord has been guilty of a great mistake in not getting these Gun-vessels built at an earlier period. He lays down the law to us, and by his sentence we are called on to abide. The Right Honourable Gentleman has not proved that there may not be very good reasons for not carrying the system of contracts to its former extent. The Noble Lord has shewn a very laudable desire to be more anxious for the interests of the public than for the interest of contractors; and till it was proved by professional men, that the new plan adopted by the Noble Lord, of employing the artificers in the dock yards instead of private contractors, I cannot take it for granted that any blame has existed. Where the Right Honourable Gentleman got his information I do not pretend to know, but his speech smelt strongly of a contract.—Suppose such a fact as this, that a ship called the Ajax was contracted for at 41,000l. and that three years after it was necessary to lay out 17,000l. upon her. Such a circumstance will enable the House to judge of the value of Contracts. The Noble Lord has earned his experience by the labours of a long life. The Right Honourable Gentleman is hitherto quite raw and inexperienced in the shipbuilding line, and he must forgive me if I cannot yet bring myself to bow to the law which he lays down with so much confidence on the subject. To the motion for papers on this subject I have therefore the same objection, that they could not be produced without going into inquiries which it would, under the present circumstances of the country, be highly impolitic to institute. As to the paper about the number of seamen, I have no objection to its production. I cannot, however, help noticing the particular reason which induces the Right Honourable Gentleman to move for it. He has relied very much on the increase of seamen in the first year of the war in 1793, and the first year of the present war. The fact is, that on this point his statement was not altogether correct. He says, that there were, at the beginning of the present war, 50,000 seamen, and that the present number was not more than 86,000. Permit me to say, Sir, that though, at the origin of the war, the number was nominally 50,000, it was not, in fact, above 35,000. The circumstances of the increase in 1793 are accounted for without difficulty. The country then had enjoyed peace for ten years. The evils of war were forgotten, and the hopes of rich prizes operated powerfully as an inducement to enter into the naval service. It was farther to be considered too, that at that time there was such a general stagnation of trade, that thousands of manufacturers had no other alternative than entering into the land or sea service. At this time, on the contrary, men were to be raised for the navy under every disadvantage. The Militia, the Army of Reserve, and the Volunteers, all operated as obstacles to the filling up the supplies of men for the navy. Yet in opposition to all these obstacles, the number of seamen was within less than two thousand of the hundred thousand men voted as sufficient for our naval establishment. This fact alone proves the activity, the energy, the zeal of the Noble Lord at the head of the Admiralty. Mr. Tierney concluded with moving an Amendment on Mr. Pitt's motion, that the words, "all other vessels employed in the public service," should be added.

Admiral Sir *Charles Maurice Pole* rose, not for the purpose of assenting or dissenting from the motion of the Right Honourable Gentleman, but to give an opinion in the way of his profession, as to the merits and activity of the Noble Lord at the head of the Admiralty. Of that activity he could not think too highly, when he considered that within 48 hours after it was known that hostilities were to commence, Admiral Cornwallis sailed for Brest, and from that moment to this, with scarcely any interruption, has held that port in a state of the strictest blockade. The energy, assiduity, and enterprize of every Officer, and of every man in that fleet, from the gallant Admiral who commanded it, down to the cook's boy, was never paralleled in the naval history of this or any other country—[*Hear! hear!*] But it was not only the ports of the enemy; of that power who particularly deserved that name; but even those of their allies, from, he might almost say, *Toulon* to the *Texel*, that were kept blockaded by the extraordinary perseverance and enterprize of the Navy of Great Britain. As to the objections that had been urged against the Earl of St. Vincent, for not employing a greater number of Gun-boats, that was a difference between the Noble Lord and the Right Honourable Gentleman on a professional question, on which, although he was not without an opinion, yet he would not then trouble the House with it. But with regard to the employment of Armed Cutters, he had no motives of delicacy, and he would not hesitate to declare, *that the taking of them into the service was an arrant job; a job, because the men were rarely mustered, and the vessels were mostly in port!* He had his ideas with respect to the proper mode of defending the country, and those were directly against the use of such craft as had been recommended; for our Shores, he was confident, would be much better secured *by the service of Fifty-gun Ships and Frigates.* There was one remaining point, on which he wished to trouble the House, and that was, the very considerable number of men that the admirable arrangement and indefatigable exertions of the Board of Admiralty had procured for the Navy; and for which, in his opinion, they, and the Noble Lord who presided there, were entitled to the thanks and gratitude of the country. As he considered the proposed enquiry unnecessary, he would vote against the production of the papers that had been moved for by the Right Honourable Gentleman: and he indulged the fond hope, that we should hear again of Alexandrian Days, and of Victories equally glorious to that of Aboukir.

Admiral *Berkely* repelled the assertion, that the Gun-boats which made part of our naval defence, during the last war, were to be considered as jobs. The Honourable Gentleman who spoke second in the debate had stated, that nothing had been alledged, that no case had been made out, to warrant the proposed enquiry; and in a tone of triumph, demanded what convoys had been cut off? or what great naval disaster had been experienced? That Honourable Gentleman had also stated, that the deficiency between the number of seamen voted, and the number employed, amounted only to 1700 men; but this was by a mode of arithmetic peculiar to himself, in which he had reckoned the marines twice over. He stated the number of seamen at 76 000; but were not the marines afloat included in that number? most certainly they were; and were so mentioned in the ordinary returns to the Admiralty. The Right Honourable Gentleman had talked of a naval force of above 1500 vessels; but many of them were no better than cockle-shells, and could not sail from Portsmouth harbour to Spithead. He contended that there were not a sufficient number of frigates and small vessels employed for the Channel service and for convoys; if there were, we should not have lost nineteen sail out of one convoy, nor would a rich West Indiaman have been taken between Portsmouth and the Downs. He said he was so convinced of the necessity of employing small vessels of the sort mentioned by his Right Honourable Friend (Mr. PITT), that he had offered a plan to the Admiralty for that purpose, and he was convinced that 100 of them might have been equipped in a very short time.

His objection to the motion of his Right Honourable Friend was, that it did not go far enough. He thought the character of the Admiralty was at stake. He wished to see the motion go further—to the disposition of the ships themselves; to the quantity of stores in our dock-yards; to the state of those dock-yards; to the number of artificers who are in these dock yards; and for what reason? (he dared to say for a good one when it came to be explained). These dock-yards were eight hundred shipwrights short of their usual and necessary complement. First, then, he said that his Right Honourable Friend's motion did not go far enough; and in the next place he thought, that unless the present system of the Admiralty were changed, he did not say the Board of Admiralty itself changed; but if the system of the Admiralty were not changed, he apprehended some great calamity might soon befall this country.

Sir *Charles Pole* explained.

Sir *Edward Pellew* then rose, and spoke as follows:—"As I very seldom trouble the House, I hope I may be permitted to make a few observations on a subject of which, from the professional experience I have had, I may be presumed to have some knowledge. From the debate of this night, there is one piece of information I have acquired, that the French have got upwards of a thousand vessels at Boulogne. I am glad to find that they are shut up there: we have one advantage in it, we know where they are; but I wish we had any means of knowing when they intend to come out. I know thus much, however, that they cannot all get out in one day, or in one night either; and when they do come out, I trust *that our 500 cockle-shells alone* as an Honourable Admiral has called a very manageable and very active part of our force will be able to give a good account of them. Sir, I do not really see, in the arrangement of our naval defence, any thing to excite the apprehensions of even the most timid among us; on the contrary, I see every thing that may be expected from activity and perseverance, to inspire us with confidence. I see a triple naval bulwark, composed of one fleet acting on the enemy's coast, of another consisting of heavier ships stationed in the Downs, ready to act at a moment's notice, and a third close to the beach, capable of destroying any part of the enemy's flotilla that should escape the vigilance of the other two branches of our defence. I beg pardon for troubling the House, (*An universal cry of Hear! hear!*) but accident brought me here, and I intend that my stay shall be as short as possible.—(*A great laugh*). In respect to what has been said of building ships by contract, I must confess that I do not much admire that mode of keeping up our navy. I have seen some of them, (I particularly allude to the

Ajax and *Achille*), which became useless in the course of one season: they were so badly built, and so unlike those that are launched from the King's dock-yards, that I often took them for French men of war. As to Gun-boats, they are the most contemptible force that can be employed; Gun-brigs, indeed, are of some use; but between a Gun-brig and a Gun-boat there is almost as much difference as between a Man of War and a Frigate. I have lately seen half a dozen of them lying wrecked upon the rocks. As to the possibility of the enemy being able, in a narrow sea, to pass through our blockading and protecting squadrons, with all that secrecy and dexterity, and by those hidden means that some worthy people expect, I really, from any thing that I have seen in the course of my professional experience, am not much disposed to concur in it. I know, Sir, and can assert with confidence, that our Navy was never better *found*, that it was never better supplied, and that our men were never better fed nor better clothed. Have we not all the enemy's ports blockaded from *Toulon* to *Flushing*? Are we not able to cope, any where, with any force the enemy dare to send out against us? and do we not even out-number them at every one of those ports we have blockaded? It would smack a little of egotism, I fear, were I to speak of myself—(*Hear! hear!*)—but as a person lately having the command of six ships, I hope I may be allowed to state to the House how I have been supported in that command. Sir, during the time that I was stationed off Ferrol, I had ships passing from the fleet to me every three weeks or a month; and so much was the French Commander shut up in that port deceived by these appearances, that he was persuaded, and I believe is to this very hour, that I had twelve ships under my command; and that I had two squadrons to relieve each other, one of six inside, and another of six outside."

Admiral *Berkely* explained.

Mr. *Wilberforce* said, that undoubtedly the question now before the House was extremely interesting to every member of that House, and to every individual in this country, and upon which he was anxious to say what he felt. He wanted to enter upon this question as a representative of the people of England should, and as the people of England, or he mistook them, expected their representatives to do; and in beginning, he would say, that in his opinion, there would be an end to the security of this country if subjects like the present were not treated with a becoming gravity in that House: this was what the people of England had a right to expect, and did expect, from that House. He did not think that the Right Honourable Gentleman (Mr. Tierney), who followed his Right Honourable Friend (Mr. Pitt), had been happy in the choice of the manner in which he had treated this subject to-night: He confessed, that the manner in which he took up the subject, the tone in which he spoke of it, the temper with which he discussed it, the epithets he bestowed upon it, the character he gave to the motive with which it was brought forward, and what was of more importance than the character of any man's motive, the manner in which he passed over the important crisis in which this business was discussed; were all of them, in his judgment, injudiciously managed by the Right Honourable Gentleman.

He must say to the House, that *he had not found a single professional man in the Navy* *, who had not professed himself privately and confidently to him in the highest degree dissatisfied with the conduct of the Admiralty. He had asked professional men of different habits, of different classes of life, in the profession of the navy; of different attachments to parties too—of different connexions in life; some of them of the highest rank, gained (as he wished men might always, to a given extent, gain high stations,) *by the influence of those with whom they had the good fortune to associate;* he had conversed with another class of men who always were, and always would be, respected by every body, those who had been advanced to high stations purely by their own personal merit; from all of whom he had received one and the same general answer He had made it his business to consult persons not only of the highest rank, but also of as long experience, and as intimate acquaintance with naval subjects as, perhaps, any person in the service, and he must declare, that the terms he had just now used were milder than any he heard from these Officers; the terms he used were not only milder, but they were weak in comparison to those used by such Officers to signify their discontent at the system adopted by the present Board of Admiralty with reference to the naval service of this country. This he would declare most solemnly, if he were giving evidence upon the subject in a Court of Justice.—This was justified by communications that were made to him from persons to whom general credit was due from all sides of that House. As to the argument, that Parliament gave the Noble Lord at the head of the Admiralty no more than 100,000 seamen, there was nothing in it; for if Parliament gave the Noble Lord no more than 100,000 seamen, it was because he asked for no more; and here he could not help wishing that gallant Admiral on the other side of the House (Admiral Berkely) might not be right when he said that the 15,000 marines were included in the 76 000 seamen mentioned by the Right Honourable Gentleman; but be that as it may, it was no defence to the Admiralty that 100,000 seamen was the whole number which Parliament granted, for had the Admiralty Board asked for any additional number, or even twice the number, Parliament would gave granted them; but it had been a thousand times stated in that House, that the exact number of seamen voted was never to be considered as that exact definite number to be raised or to be employed, but that as many of them were to be employed as could be obtained, if wanted; and therefore although this same vote was only 100,000 seamen, yet if there had been raised and employed 130,000, 140,000, or 150,000, if wanted; there would have been no difficulty about having a vote for them; it was, therefore, no defence to the Noble Lord to say, that Parliament granted no more seamen than 100,000.

---

* Mr. Wilberforce here seems to be strangely at variance with the general opinion of Naval Men: not to speak of the novelty of such language in Parliament.

He declared, from the bottom of his heart, there was not a man existing for whom he felt more respect than he did for the Noble Lord at the head of the *Admiralty*. No man's services had been more signal, nor any whose talents appeared to him to be superior in his profession: but all this was no reason why the documents now moved for should not be laid on the table of that House; and if it was seen that Lord St. Vincent had conducted himself meritoriously in his present, as in his former character, the House would take much pleasure in doing justice to his character: but he must protest against the doctrine laid down by the Right Honourable Gentleman, that we were to wait until some disaster happened, before we instituted any inquiry: we could not afford such a speculation; the business of that House was to prevent, not to wait for disaster; for if they waited for it, the loss might become irreparable: the only way he knew to prevent disaster, was to inquire into those circumstances which appeared likely to lead to it, in order to apply a remedy for the impending evil. The course recommended by the Right Honourable Gentleman was too full of hazard; the stake was too large to play a game so desperate. Upon the whole of this matter, he felt himself bound to declare, he was fully convinced of the propriety of all the motions which had been stated by his Right Honourable Friend.

Mr. *Sheridan* rose, and, as usual, riveted the attention of all parties:—" Sir, on a motion for papers on a subject of so much importance as that on which the present discussion has arisen, it was my wish to abstain from any observations, or from obtruding myself on the House, until I should have heard the opinions of other gentlemen, and more particularly of those who, from professional knowledge and experience, are entitled to most consideration and weight on a question of such a nature; nor should I have departed from that wish, if it had not been for some observations which have fallen from the Honourable Gentleman who has just sat down, and which have urged me to obtrude myself on your notice, thus prematurely. The Honourable Gentleman has, in my mind, supported the motion of the Right Honourable Gentleman under the gallery (Mr. Pitt), *with arguments the most unparliamentary, and unwarrantable, I have ever heard in this House*. He has not argued from facts universally admitted, nor from papers, nor official documents lying on the table, but *from conversations which he had held with Naval Officers*: but, Sir, I should be glad to know who those Officers are; whether they are not such as are on shore unemployed? Of this I am sure, that they are not of the description of the

Honourable Bart. (Sir Edward Pellew) who has spoken with so much ability and intelligence on the question. They must be of that class alone who are unemployed; who are not fighting the battles of their country; and who might be supposed to borrow a colouring from their disappointments, for their representations on the occasion. But. Sir the Honourable Gentleman has also told us, that he has consulted Naval Officers of the highest respectability and rank, and faithfully reported to us the substance of their opinions. But does the Honourable Gentleman suppose, that the House of Commons will be satisfied with his *second-hand reports?* Does he imagine, that their judgment will be influenced by his *hearsay evidence?* He has declared, and I believe conscientiously, (for the House will admit that Honourable Gentleman is very *conscientious)* [*a laugh*], that, if he were giving it as evidence in a Court of Justice, he could depose to the truth of what he advanced: but I beg leave to tell that Honourable Gentleman, that no Court of Justice would receive such testimony, *no Court of Justice would believe it* He would there be told, that it was in vain to attempt to surprize a Court of Justice into a judgment by *hearsay accounts;* he would be told, produce your evidence, call your witnesses, substantiate your charges by incontrovertible facts, or abandon your Suit. So far I thought it necessary to advert to the general principle upon which the Honourable Gentleman rests his argument. I shall now proceed to comment upon the manner in which he applies that principle.

The Honourable Gentleman has, like many other Honourable Gentlemen, set out with declaring, that he entertained the greatest respect for the Noble Lord at the head of the Admiralty: from the declarations, and conduct of those Gentlemen, it would appear that there was no person more respected and condemned than that Noble Lord: every Gentleman who adverted to him, confessed he had the highest respect for him; every Gentleman bore testimony to his great professional talents and public character; and yet those very Gentlemen were the foremost to promote the success of a motion evidently designed to cast a blemish on those talents which had ever been uniformly exerted in the service of his country; and on that character, which must ever stand high in the estimation of every true Briton. I must confess, Sir, that I concur in the amendment of the Right Honourable Gentleman opposite (Mr. Tierney), with whom, if I differ at all on the present question, it is because he has consented to grant a single slip of paper; for that may lead to a demand for others, which might eventually lead to an inquiry, for which no ground has been made out, and which cannot be attended with any advantage. When the Honourable Gentleman admits that he has the highest respect for the Noble Lord, it is not matter of surprise to me, for we all participate in the sentiment. I remember well, when his Lordship was first recommended to the place which he now fills with so much credit to himself, and advantage to his country, that the Right Honourable Gentleman, who has this night come forward with his motions against the character of that Noble Lord, introduced him to the respect and admiration of the House, by a most able and eloquent panegyric, eloquent not from the tongue, but from the heart, every word of which seemed to have been dictated by the strongest conviction, acting upon the purest and warmest feelings of the breast. Did the Honourable Gentleman then know that the Noble Lord deserved the just eulogiums which he has bestowed on him? or was he mistaken in the character of the man, whom he represented as the most competent to discharge the duties of the very important station to which the Noble Lord was, principally at his instance, promoted? If the Right Honourable Gentleman had been influenced in that instance by his knowledge of the Noble Lord's character, then I maintain he is bound to acquaint the House with the reasons which induced him to alter his opinion. But if he was then mistaken in the character of the Noble Lord, the weight of his present opinion must be considerably diminished by the recollection that he was mistaken in a former instance; but it is not alone in the case of the Noble Lord, that the Right Honourable Gentleman has proved himself to be mistaken in a knowledge of human nature. On going out of office, he represented his Majesty's present Ministers, with one exception in favour of an Honourable Friend of mine (Mr. Fox), for the department of foreign affairs, as the fittest and most proper persons to succeed to the offices, which he, and those who were his colleagues, were leaving; and it does not appear that the opinion of the Right Honourable Gentleman is more steady or consistent with respect to them than with respect to the Noble Lord. The Right Honourable Gentleman must be aware that there would lie an action at law for giving forged characters [*a loud laugh*]; and whether the Right Honourable Gentleman wilfully or ignorantly gave a character of the Noble Lord, or of his Majesty's Ministers, which led to the appointment of incapable persons to the most important and highest stations in the public service, the country would have its action at law against him [*a loud and general laugh*]—If the Noble Lord was entitled to the character given of him by the Right Honourable Gentleman at that time, and that he has since given the Right Honourable Gentleman reason to alter his opinion of him, then, Sir, I contend that I have a right to ask—I insist that the House has a right to require the Right Honourable Gentleman to retrace those circumstances in the conduct of the First Lord of the Admiralty, which led to such a change of his opinion. The Right Honourable Gentleman has thrown out, in his motions, the idea of an address to his Majesty for the removal of the First Lord of the Admiralty, against whom no charge can be made out, or has been urged. I admit, Sir, that the motions do not appear to go to that length: but I will maintain, that though so worded as to keep clear of that point in terms, in effect they would go to the removal of the Noble Lord at the head of that Board, I do not say to make room for Lord Spencer, [*a general laugh, and a cry of hear!*] I call for facts, Sir, in support of such a measure; I call upon the Right Honourable Gentleman to state, what facts or misconduct of the Noble Lord in the discharge of his high office, he can urge as the ground of such an application. I never in my life heretofore voted against inquiry [*a loud laugh!*] and I never shall vote against inquiry, where any sufficient case can be made. I voted for every inquiry during the last war, which the Right Honourable Gentleman, while in office, resisted with arguments which appeared to me then miserably weak and untenable, but which were strong, in comparison with those which, out of place, he has employed in support of inquiry.

The motion of the Right Honourable Gentleman appears to me not only inconsistent with Parliamentary usage, but with the common rules or forms of decency. If I understand the object of the Right Honourable Gentleman, it is to institute a comparison between the Administration of the Admiralty under Lord Spencer, and under the present Board; and though I am as forward as any Gentleman to admit the merit of Lord Spencer, I cannot consent to the present inquiry, unless some case should be made out, founded on broad principles of promoting the public service, and uninfluenced by party or factious motives. I cannot consent to a motion, the obvious design of which is to procure the dismissal of a distinguished and deserving character from office, without colour of charge, or the smallest grounds of complaint.—As to the next object which the Right Honourable Gentleman proposes to obtain by his motion, I mean with respect to the number of Gun-boats that might or ought to have been provided, I confess I do not think it necessary to observe upon it, after the very satisfactory manner in which it has been answered by the gallant Baronet (Sir Edward Pellew.) The speech of that Honourable and distinguished Officer, must, in my opinion, be conclusive with the House on that subject; and I confess I never heard any with greater satisfaction. The sentiments it breathed were such, as must have come forcibly to the heart of every Gentleman present [*a cry of hear!*] and would make them remember with pleasure the accident to which they were indebted for the presence of the gallant Officer on the present occasion. I cannot but consider it the best proof of the discrimination of the Admiralty Board, and the surest earnest of victory and triumph, when Officers, who unite with the highest professional skill and experience, the most acute and quick powers of mind and understanding, are appointed to command.—But, Sir, really I do not think it requires much nautical skill to appreciate the value of Gun-boats [*Hear! hear!*] I remember that in his own war, the Right Honourable Gentleman had provided one hundred and twenty of that description of vessels, and notwithstanding the assertions of the Honourable Gentleman respecting the opinions of Naval Officers on that head, I never heard any Naval Officer talk of them but with ridicule. I think he may safely add, that in every instance the construction of these Gun-boats was made a job; and though I do not think any man living has purer or cleaner hands than the Right Honourable Gentleman, yet I must be allowed to say, that in making contracts for such purposes, more regard had been paid to the procuring of support for Government, than an upright, regular, and vigorous Board of Admiralty would be disposed to feel. I have heard, Sir, of the factious conduct of inferior Boards; I have heard of the opposition, from party motives, given by the Navy Board, without the sanction of Government, to the measures of the Admiralty Board. I consider such divisions highly injurious to the public service; and if the Admiralty be at all to blame, it is because they do exist. I look upon the head of the Admiralty as alone responsible for the good conduct of all the subordinate departments, and think that his authority ought to be exercised in sweeping away every opposition to the measures that he might deem essential to the public service. Responsibility does not, nor ought it, to attach through the inferior details of office; the Head alone would I look to, and that Head should possess, and ought to exercise, a salutary controul over all the subordinate branches, for the exercise of which, as well as its general administration, it should be responsible to the Government and the public; while such circumstances as those to which I have alluded exist, it is not to be supposed, to use a vulgar phrase, that the Navy Board would play into the hands of the Admiralty; and yet at the conclusion of last war, the Navy Board reported *eighty-three of the Right Honourable Gentleman's Gun-boats as totally useless and unserviceable*, sixteen only were deemed worthy of being retained, and for the satisfaction of the Right Honourable Gentleman, I can assure him that *they are still in existence.* Six were sent to Jersey, but had been found so useless, that they were considered an incumbrance by that gallant Officer Captain D'AUVERGNE, who sent five of them back, the sixth not being in a condition to be removed, and the only complaint of that gallant Officer on the occasion was, that he was obliged to send some of his most active cruisers to convoy them safe to England. These were the craft, this was the trash which the Right Honourable Gentleman wished to substitute for that description of force, of which the gallant Baronet had spoken with so much spirit and justice, and which has ever been the pride of Britons, and the best defence of the country. I can easily trace the anxiety of the Right Honourable Gentleman for the augmentation of a naval force in his way, to the same cause which induced him during last war to search through Europe for an augmentation to our Navy; but I cannot be persuaded that more beneficial consequences would result from the adoption of his plans in this instance, than were derived from the success of his measures in that. I can call to mind one circumstance that occurred in the former instance. Three Ships of the Line had been procured from Portugal to reinforce our fleet, but when they arrived, they were found on inspection to be, both vessels and crews, wholly useless, so that they were soon after sent back, and the Captains not being much hurt at the judgment pronounced on them, modestly requested at their departure to be conveyed safe home by an English Frigate. [*A loud general laugh.*] As to the plan, Sir, which the Honourable Admiral adverted to, the defence of our coasts against the attempts of the enemy, it in my opinion requires little to be said upon its wisdom, expediency, or necessity. I am at a loss to know, whether the plan were the gallant Officer's own, or one that has been submitted to the Admiralty through him. (Admiral Berkely here stated that the plan had been his own.) Well, Sir, (continued Mr. Sheridan,) there is some gallantry in the Honourable Admiral's owning it. [*A laugh.*] But it appears to me not to require nautical knowledge, to perceive the impolicy of the plan which the Honourable Admiral has enforced by one of the most extraordinary speeches I have ever heard in this House. The enemy's coast is surrounded with shoals, which afford their Gun-boats an opportunity of creeping along shore, while our cruisers cannot close with them in the shallow water; but will they have the same advantage on our coast, if they should ever dare to approach to it? Is it not known that from Beachy Head to Dungeness there is not a single league where our ships of war might not approach the shore to attack any force that should attempt to make an impression upon it? And can it be seriously contended, that we ought to provide a force of the same description, that the enemy has provided to attack us with; when, after their flotillas shall have left their own coast, our largest vessels might be employed, without risk, for their destruction? I am aware, that it would be irregular for me to allude to Captain Markham, as a Member of Parliament, or to Sir Edward Pellew, though I may to both as Naval Officers, and to many other gallant Officers in the House, and in fact I should enumerate every name in the list of Naval Admirals or Captains, before I could mention all the gallant Officers, who, if the enemy's flotilla should put to sea, would not, in a single 74, set every stitch of canvas, and dash into the thickest of them, shooting bombs, bullets, and grape, right and left, until they should sink, burn or destroy every one of them.—*(A loud and enthusiastic cry of Hear! hear!)* I therefore put it to the candour of any Naval Officer in the House, I put it to the candour of every Gentleman who hears me, whether we should abandon that system of naval defence by which we have hitherto maintained our superiority, and the undoubted sovereignty of the seas, in order to meet the enemy boat to boat? One hundred thousand seamen had been voted for the service of the navy, and that number was not more than was sufficient for manning the large ships in commission. When that force had been voted, if the Right Honourable Gentleman had entertained an opinion that a flotilla of gun-boats was necessary in addition to our fleet, why had he not then stated it? It has been urged, Sir, in voting the definite number of men, we did not set any limit to the number which might, if occasion should require any addition to it, be raised; but I contend that the definite vote set a limit to the Admiralty, though it may not satisfy Gentlemen who had another reserve face in their sleeve to bring forth, when an opportunity might offer to make it a charge upon the conduct of the Admiralty. I think that the Noble Lord has great merit in having completed the number voted in so short a time, and with so little interruption to the commerce of the country.

As to the observation of the Honourable Gentleman (Mr. Wilberforce), that the practice of building Ships of the Line in the merchants' yards has not been continued, that has, I think, been completely obviated by the statements of the gallant Baronet; and as the days of chivalry are over, the House will not be disposed to think with the Honourable Officer (Admiral Berkely), that we should adopt the generous resolution of cutting down one 74 to a Gun-boat, in order to give our enemies an opportunity of meeting us on equal terms. The Right Honourable Gentleman who brought forward this motion, seems, Sir, to be urged on by an ardour of military zeal, and such a pronounced predilection for the Volunteer service (for which, however, I highly honour him), that he appears to lose all sight of the services which the Admiralty and the Navy have performed, and may still perform, and of the splendour of the achievements which our Naval Officers have accomplished, while he betrays an anxiety for the increase of the number of Gun-boats, and of the seamen who are to man them; yet the Right Honourable Gentleman must be perfectly well aware, that it is impossible so to man them without taking away hands from a more useful description of Ships, whose services cannot be dispensed with.—The next charge which the Right Honourable Gentleman has so forcibly dwelt upon, is, the backwardness of the Admiralty to deal with contractors; and is this the object of the proposed inquiry? Should it not rather be inquired by what means the abuses of that department have been scrutinized and detected, and with what success a long and deep-rooted corruption has been expressed? Witness the *Chatham Chest*, &c. Have not equal abuses prevailed and been detected with respect to the *Cooper's contract*, where 2000l. had been paid for work proved not to be worth more than 200l.? Those who doubted of it, might refer to reports already laid before the House, and Gentlemen would there discover the extent and extremity to which they were carried. The real Crime, then, of the First Lord of the Admiralty, was, that his Vigilance and Perseverance had detected and pursued the crying abuses by which the strength and glory of our Navy might ultimately be impaired and tarnished; and that he had removed from the firmest seat of our security, that mass of filth and corruption, behind which a set of unprincipled and interested depredators were known to burrow and to fatten. Such conduct, Sir, instead of being insidiously and maliciously inquired into, justly claimed not only the protection, but the approbation and applause, both of this House and of the Country at large. Even the Right Honourable Gentleman, however, cannot injure the Noble Earl: His fame stands too high, his character is too firmly established, to be hurt by the assertions of any Member; and I have no doubt that the Noble Earl will be always found entitled to the applause and protection of his Country. To produce integrity and arrangement in all the departments of the Navy, is, and has been, the great endeavour of the high Character upon whom it appears to be the object of the motion before the House to fix an imputation: I shall vote against it with as much satisfaction as ever I gave a vote since I had the honour of a seat in this House; fully convinced, that such a Motion is only calculated to gratify the corrupt, to frown upon reform, and to assail the reputation of a gallant Officer."

Mr. *Wilberforce* explained.

The attention of the House was next called to the eloquence of Mr. *Fox*:—I feel myself placed in a situation somewhat extraordinary on this occasion. With a great part of what has been said on the merits of the First Lord of the Admiralty I am strongly disposed to concur; but at the same time. I cannot see how these arguments tended to the conclusion at which they arrived. My Honourable Friend near me (Mr. Sheridan,) has made, as he always does, a speech of the utmost brilliancy and eloquence, in which, however, he seemed to me to have almost entirely omitted the reasons on which he was to negative the motion, and he contented himself with announcing the vote he was prepared to give. Though ready to give my ready assent to the distinguished worth and pre-eminent services of Lord St. Vincent, I feel that the best way I can testify my respect for such a Character, is to give my vote for the motion. Let there be ample means of inquiry afforded, so that the triumph of Lord St. Vincent may be the more complete, satisfactory and glorious. It appears to me that the defenders of Lord St. Vincent had but two courses which they could with propriety pursue, either to say that no case whatever had been made out, and then refuse all the papers asked, or to produce all the papers which could reasonably be asked for, and upon the consideration of those, to call for the censure, or the acquittal of the House. But the line of conduct which Ministers have thought fit to take, does neither the one nor the other. By granting some papers and refusing others, they admit enough to countenance the suspicion of something wrong in the Naval Administration, and do not go far enough to let that suspicion be wiped away. But the course which Ministers have thought fit to adopt it is not difficult to explain. They wish to defend Lord St. Vincent as they would have defended themselves; they wish to put him on a level with them, to obtain the precedent of his great name to resist inquiry, so that every other inquiry may be frustrated; they wish to put him on a level with Lord Hardwicke, so that the refusal of inquiry in the instance of one that can bear it, may be an argument for setting inquiry aside when it might tend to produce discoveries they would suppress.

The Right Honourable Gentleman who spoke first (Mr. Tierney) against the motion, agrees that the papers alluded to in two of the motions should be granted; but he is of opinion that the third cannot be granted. If, however, to ask for any papers, be to cast some slur on the First Lord of the Admiralty, why are any papers granted? Or is it because those which are refused might lead to inquiry, that they are withheld? If this be the object of the defenders of Lord St. Vincent, I am confident that he must disclaim such a mode of proceeding. I am confident that he would countenance no shuffling or evasion to suppress inquiry; and that he would not be content if he thought that it could be suspected he was averse to have his administration canvassed. Towards Lord St. Vincent I feel much personal friendship, and this renders me anxious that his reputation should stand high; but public motives give me a still greater interest in his fame and honour. Of his glorious atchievement on the 14th of February, no man can think higher than I do; but his conflict with the abuses and corruptions of his department appears to be, though less brilliant, not less arduous and meritorious. On the 14th of February he engaged and vanquished the enemy; but he has waged a war no less difficult with jobs, and Contracts, and Frauds. He has broken their embattled line not less arduous than to penetrate that of the enemy. My admiration of him is increased, to find him possess, in so high a degree, that which is more rare than gallantry in the field: Civil Courage and Decision as well as Personal Courage. I feel that his virtues and public deserts in this contest with corruption, have naturally led to that obloquy by which he has been pursued. The attempt to put to rout the hosts of corruption must have created him enemies. Such may have been the persons from whom an Honourable Gentleman opposite (Mr. Wilberforce) obtained the information he mentioned; but let the miserable witnesses be brought forward, that their testimony may be examined and disproved.

This calls to my mind an anecdote of a risible nature:—It happened that when Justice Willes, a man who to many eminent qualities added a considerable portion of humour, was one day employed in trying a cause, I believe of murder, and one of the witnesses deposed that a ghost had said so and so:—"O, very well (said the Judge), I have no objection to the evidence of a ghost; let him be brought in and sworn!" So, provided the witnesses alluded to by the Honourable Gentleman can be brought forward, I have no objection to receive their evidence at the bar of the House, that we may afterwards decide upon it.

During the whole course of the debate, the only person who has made any direct charge against the conduct of the Admiralty in general, is, my honourable and gallant relation, (Admiral Berkely,) who spoke lately. As to the Right Honourable Gentleman who made the motion, I confess, that he seems to me to have made out little or no case. With respect to the number of Gunboats in employment now, and at former periods, the comparison affords no conclusion, unless it be shewn likewise that the exigency of the case was such, as to demand greater exertions and a greater proportion of this species of force. Unless too it can be shewn, that of Gun-brigs a greater number ought to be employed; the late period, at which the Admiralty made the contracts for such vessels, proves nothing. The Right Honourable Gentleman likewise proposes to address the Crown, recommending greater exertions in this way; but any measures for the improvement of our defence must be left to those who are in official situations. In viewing our state of defence, the great mind of the Right Honourable Gentleman must see, that it must be judged of upon a general system, and not upon any particular point: it is impossible but that in viewing each point separately there must appear to be some deficiency. It is evident, however, that some inferior parts must be overlooked, in order that the perfection of the whole may be obtained; and I am inclined to think, that if there be any part of our defence which it was more safe to sacrifice than another, from its being of inferior moment, it is that of which the Right Honourable Gentleman has insisted. Had the motion been for papers generally, I might have been a little puzzled to know how I should vote; though I believe I still should have voted for inquiry.

Ministers profess themselves friends of Lord St. Vincent in the present instance; but in what manner have they shewn themselves solicitous about the Fame and the Accommodation of that Noble Lord on other occasions: Do we not know, that for at least eighteen months a difference of the most serious kind, and to the impediment of public business, existed between the *First Lord* and the *Secretary of the Admiralty?* yet that Secretary preserved his place for a year and an half, under those very Ministers who lately contended, that on account of a coolness between the Lord Lieutenant of Ireland and the Commander in Chief there, in was impossible that the latter could, consistently with the public safety, remain in his place a week. I cannot help thinking, therefore, that the defence now set up by Ministers, as rather intended to be a convenient protection to themselves for the future, than as any thing which Lord St. Vincent's case would require. The same Right Honourable Gentleman, (Mr. Tierney,) to whose defence of the Admiralty I have just alluded, says too, that there is no complaint against the Admiralty out of doors; and also, that the public were equally content with the whole conduct of the present Ministers. As to the general character of Ministers with the public, I shall give no testimony; but if the conduct of Ministers were to be the subject of discussion, and decided by argument, it would not be difficult to shew what the pub-he ought to think of them. Suffer me to illustrate this by a good humoured comparison, which on general principles often affords the best illustration.—In one of Moliere's plays, a grave old gentleman marries a young wife, or does something or other not very suitable to his character. Every body, however, is mightily content with what he had done, except that when it is mentioned, every one bursts out a laughing. In the same manner, though it happens that every body is so well content with the present Ministers, yet when their merits are spoken of, it generally produces a laugh, or at least a smile, on every countenance. Different indeed is Lord St. Vincent in this respect from all his colleagues. But in order to strengthen the public confidence in Lord St. Vincent, let the administration of the Admiralty be examined, and the services of that Noble Lord will appear even more important than they have yet been estimated. In voting for this motion on these grounds, I am conscious that I do that which private friendship and public duty equally prescribe.

The *Chancellor of the Exchequer* said, he did not mean to enter into a minute defence of Lord St. Vincent; that had already been ably done. He only proposed to make some observations upon what had fallen from the Honourable Gentleman (Mr. Fox). The Honourable Gentleman had said, that the only course to be pursued with respect to the five Motions of the Right Honourable Gentleman (Mr. Pitt) was, to consent to, or reject them altogether. To the first and last of these motions there was no objection, as they only went to lay before the House the number of ships, and also the number of seamen and marines employed in our service; but nothing had been stated by the Right Honourable Gentleman (Mr. Pitt) which could in any degree call upon the Noble Lord at the head of the Admiralty to be put upon his defence. He consented to the two motions to which he had alluded, because they would tend to do away whatever doubts remained as to the amount of the Naval Force employed by this country. As to the motion of the Right Honourable Gentleman with respect to the number of Gun-boats contracted for, he not only thought it would be inexpedient to produce such a document, but if granted, it must necessarily give rise to an inquiry why more or less were not contracted for. Such an inquiry must in that case be instituted in order to ascertain whether the number now employed were sufficient for the public purposes.—The same observations also applied to the motion requiring an account of the number of ships contracted for in 1793, and 1801, and during the present war. If this motion were granted, there would also be a necessity that an inquiry should take place as to the reasons which had induced Lord St. Vincent to contract for such a certain number of vessels: the fourth motion was liable to a similar objection. He contended, that if an Address to His Majesty were moved, to order an increased number of any description of vessels, it must necessarily be preceded by inquiry, and then he would ask, whether any mismanagement on the part of the Admiralty had been stated so great as to render inquiry necessary? At the same time Ministers were anxious that every necessary information should be laid before the House. With respect to the employment of Gun-vessels, he felt the force of what had been stated, of the folly of bending our great means to such trifling objects. He then read a letter from a Naval Officer, describing a survey he had made on the coast of France, and stating it as his opinion, that no possible advantage could result from making use of small vessels in that quarter; because Gun-vessels employed in that way must necessarily be disabled, without doing any material injury to the enemy's force. With respect to the application of these vessels to the defence of our own coast, there was no necessity for it, as our coast was already amply defended; whilst from the North Foreland large ships might come so close to the land as to be enabled effectually to destroy any small vessels which might attempt to land troops. As to the boats employed in the last war, he had in his hand a letter from a Lieutenant in the Navy upon that subject, which described them as utterly unfit for any active service. Some of them were Dutch Hoys, bought up for the service, and *which were employed in the expedition to Holland, but which were so bad that they would scarcely keep the sea, and many of the boats which had been talked of were quite rotten and decayed.* There was now, however, a description of vessels in the river, calculated to render an essential service: It was not Gun-vessels, but Gun-brigs that were wanted, and of this description of vessels he believed it was a fact, that 20 had been built in the last war, which were not ordered till the year 1801. Lord St. Vincent was of opinion that these Gun-brigs might be rendered of essential service to the defence of the Country, and therefore orders had been given to replace those of the former, which had been lost, and to increase the number by building 23 more. It might be said, Why not give the order sooner? But it was the opinion of Lord St. Vincent, that the Sloops of War already contracted for ought to be built before the Gun-brigs were put upon the stocks; and also that his Majesty's ships of the largest descriptions, which had likewise been contracted for, ought to be completed before the Gun-brigs were begun upon. It had been stated that there was a deficiency of 800 Shipwrights in his Majesty's Dock-yards; he denied the fact. He believed, on the contrary, that the number of Shipwrights in his Majesty's Dock-yards was at the present moment within 58 of any period during the last war, whilst the effective strength was greater. Lord St. Vincent had put the axe to the root of Jobbing, injured Peculation, and on that account had largely shared in obloquy, in common with some of the best and greatest men in the Country. He contended that the Admiralty had laboured well for the Country, and he was sure that the public felt a deep interest in the proceedings of that Board. He should not certainly consent to any motion which must necessarily produce an inquiry into the conduct of the Board of Admiralty, which would be taking up the time of the House to no purpose.

Captain *Markham* rose, and began by saying, that it appeared necessary for him to clear up some mistakes or misrepresentations which originated in the course of the debate. The reason for having stated the number of seamen in the month of December last, in preference to any other month, was, that the regular returns had been made to the Admiralty at that period. There were then 76.054 seamen on board his Majesty's navy. Since the month of December no less than 6.441 had been added, and the return of marines was 15,679. All these added together made a total of 98,174 men. Those returns were to be found in the Admiralty, and had no connexion with the Navy Office. There were no less than 19 Sloops of War contracted for, and were to be built in the month of November last, and there were very sufficient reasons for Gun-boats having been ordered previous to the contractors completing the Sloops. It was not from an idea that these would be immediately required, but in order to be in readiness for particular purposes. As to the Sloops not having been built sooner than in three months, he could confidently state, that no disadvantage would result from that circumstance. It would have been very injudicious to build them in a hurry, or of raw or green wood, which always proved leaky; and he did not imagine that Buonaparté's Gun-boats would be found, on trial, to answer his purpose, for a similar reason. He would rather have Gentlemen be inclined to concealment, than to divulge any circumstances which might prove injurious to the country. It would be necessary, in the first place, to have on hand a great stock of timber, were ships to be built in Merchants' yards. Those vessels which were built in the King's yards were more substantially built than others He meant nothing personal against any individual, when he said, however, that in his opinion a proper use had never been made of Shipwrights in this country. The Ships built in the King's yards were wholesome and sound for the men to live in; those built elsewhere, were generally found to get what is called the dry rot; they inclined the men to fevers, and were soon rendered unserviceable. He might even say, that those ships which were built in Merchants' yards, had been the ruin of the Navy; for such was the inferiority of the ships built in the Merchants' yards, that the old Royal William, lying at Spithead, and built in the year 1719, was better than many which had been built within these five years. He did not know exactly what the Hon. Admiral meant, by alluding to 19 sail being taken when under convoy; he was not aware of any such thing having ever happened. On the whole, in considering the nature of the present motions, he, for his part, must say, that personal motives were to be presumed. If the Right Honourable Gentleman, or any other person, had any fixed and determined charge to bring forward against the Noble Lord who had the direction of the Naval department, he would wish rather that they should state their charges directly and openly against them, than go about it in the manner they seemed inclined to do, Sir *William Curtis* expressed himself to be also at a loss to know what convoy the Hon. Admiral had alluded to in the course of his speech; because he too might perhaps have had an unlucky hit among the number. He begged to know where the Right Honourable Gentleman would wish to place his Gun-boats, could a greater number be immediately procured. They were only fit for assembling to protect the coast, and he could venture to say, that merchants' vessels were never so well protected as at the present moment. In the year 1793, the number of vessels taken by the enemy was 418; in 1794, they were 484; in 1795, 493; and in 1796, there were no less than 793 vessels of various descriptions lost. He did not know what Gentlemen would wish to have, when we had at present fleets every where. For his part, after having heard the discussion which had taken place on this subject, he could venture to say, that he should this night repose upon his pillow with a greater degree of satisfaction than he could have done, had not the conduct of Lord St. Vincent been called in question by the present motion.

Mr. *Courtenay* said, it was highly gratifying to observe, that every one who had spoken of the Noble Lord at the head of the Admiralty, had done so in terms that implied there could be no doubt what would be the termination of any enquiry that might be instituted. The present question had led to a discussion which convinced every Gentleman of the firm basis on which the security of the country reposed. As long as eloquence shall consist in correctness of judgment, simplicity and truth, it will be admitted that the gallant Admiral under the gallery (Sir *Edward Pellew*) has defended Lord *St. Vincent* with some of those rhetorical powers for which Seamen are not always distinguished. He was one of those who considered, that of all others, a Professional Man was the most suited for the high station occupied by Lord *St. Vincent*; and he deemed it as absurd to place a person in different habits in that situation, as to advance a Sailor or a Soldier to the highest rank in the Courts of British Jurisprudence. On every ground, whether he regarded the character of the Noble Lord, or the public welfare, he considered the present motion fit to be supported.

Mr. Pitt.—"I should have expected that the observation of an Honourable and Learned Gentleman near me, would have been considered decisive as to the merits of the present question. We are called upon, say the Ministers, to refuse certain papers, because they will lead to enquiry. What is that but to say, that when full information is afforded, doubts must rest upon the minds of the Members of this House, which can alone be removed by serious investigation? These doubts must be felt on the most important subject; whether the naval force, in its present state, be competent to the national security; and if such preparations are making as will in future place it on a footing adequate to meet the growing exigencies for the public defence. But these documents, which they acknowledge would create this uncertainty, are not to be supplied, and Parliament is to be left in utter ignorance of these important matters, lest the people should suppose there is danger. This is not to claim confidence in Lord St. Vincent, it is to derogate from his reputation; for to enquire, they tell us, is to mistrust. What sort of hope is it, then, with which an Hon. Baronet (Sir W. Curtis) is inspired, which is to dispose him to retire to his pillow, after the debate of this night, in so much confidence and security? the long sleep of death seems alone capable of rendering us insensible to alarm under these representations. If that event should not tranquillize our feelings, we may survive only to witness the decay of our marine, the dissipation of our finances, the surrender of the fortunes, the honour, and the glory of the country. But let it not be said I am trifling with the feelings of the House by these melancholy views. I believe, with a fit application of the resources, the country may not only be rendered secure, but triumphant; but with the species of false confidence of delusion, which is attempted to be supported, I know not what fatal catastrophe may be the result. I have been very much astonished at the extraordinary turn this debate has taken. Ministers had previously applied to be informed of the nature of the motions I meant to propose. I informed them, and I certainly understood it was their intentions to accede to two of the motions, without any objections being suggested."

Mr. *Pitt* then entered with some asperity on the arguments which Mr. Tierney and Professional Men had brought forward against his Motion; and, displaying a mind rather irritated than convinced by the various nautical information that had been brought forward, concluded in the following manner; again alluding to his favourite idea of employing the Merchants' dock yards; which the late trial between Sir Andrew S. Hammond and the partners of the late Mr. Randall, has sufficiently shewn to be pregnant with much danger:—

"All the motive of this discussion on my part, is to shew that the exertions in the naval department are inadequate. Great as may be my respect for Lord St. Vincent, I cannot be guilty of the hypocrisy to say, this department of the service has been wisely conducted. I have a greater stake even than the reputation of the Noble Lord, it is no less than the safety and existence of the country, and the fulfilment of my duty, at this critical juncture, as a Member of the British Parliament. What in nature can induce the Admiralty, acknowledging as they do the utility of this force, thus to circumscribe it. This conduct seems to be governed by some such motive as influenced the 5th Harry, when he would not have another hero to share in the victory. Are they fearful of adding another Gun-brig to partake in the glory? The building in Merchants' yards, they say, is subject to serious objections. As far as my experience can inform, none of those that have been stated are capable of being supported. Have we not the best mercantile marine in the world? and is not that erected in these yards? The ships of the East India Company, which are as perfect and complete as any applied to the purposes of navigation on any service whatever, are built in these yards. Why then are these extensive depôts of private property and public industry to be so mercilessly decried? The Hon. Gentleman who was so severe in his censure on the Merchants' yards, was not less so in his remarks on the peculation in his Majesty's yards, and these he introduced as a defence of the Noble Lord; but he was not aware, that he by this defeated his own purpose, and tended to shew, that the Navy could no where be supplied; for both in the private and public institutions for its maintenance, there was such a system of nefarious dealing, as to make them both equally unfit to be employed." Mr. *Pitt* concluded his speech with an eloquent panegyric on the gallantry of Lord St. Vincent, and said, he could retain his respect and gratitude for his former services, without neglecting the serious duty he was now called upon to perform.

Sir *James Pulterey* spoke in defence of the conduct of the Board of Admiralty; and recapitulating the statements of Sir *Edward Pellew*, Captain *Markham*, and Mr. *Addington*, respecting the state and efficiency of our naval force, contended, that we were able to block up the enemy in their ports, and to deride their menaces of invasion.

At half past twelve the House became urgent for the question, and the Gallery was cleared. Mr. *Pitt's* first and second Motions were agreed to. Upon the question being put on the third, some further discussion took place, introduced by Mr. *Fox*. At half past one o'clock the House divided, when the numbers were,

For Mr. PITT's Motion - 130
Against it - - - - - 201—Majority 71

WEDNESDAY, MARCH 21.

IN A COMMITTEE OF WAYS AND MEANS,

The *Chancellor of the Exchequer* stated, that if Gentlemen would take the trouble of looking into the third page of the *distribution paper*, they would perceive that the total sum granted for the Naval Service for the year 1803, was 9,951,378l. 13s. 1d., but that the demands for the year had been satisfied with the sum 8,174,711l. 14s. 2¾d. and therefore the grants for the Naval Service exceeded the expenditure by the sum of 1,776,666l. 18s. 10¼d. This being the case, he should propose that the amount of the surplus should go towards the raising the supply. He should have moved a grant of the whole of that sum, had it not been for a particular circumstance. In the 11th page of the distribution paper, it would appear there had been several payments for other services not being part of the supplies granted for the service of the year, or enumerated as such—these amounted to 579,706l. 7s. 2d. All these payments were made under Acts of Parliament which admitted of their being taken out of the Ways and Means. It had been usual to vote a sum to make good the payments for such services; but, in the present year, the supply for naval services having been more than sufficient by 17.776,667l it was proposed to apply it to the payment of them. But it was not to be understood there had been a saving to that amount; in point of fact the navy debt had encreased. The grants were not more than sufficient to defray that debt. The reason of it every Gentleman was aware of;—part of the debt occurred in consequence of the necessity of completing the arrears of wages of sailors on foreign service, for which bills were given, which bills were not yet due. He concluded by moving, " That towards raising the supply, there should be issued the sum of 1,370,664l. 2s. 8½d. being the surplus of the grants of 1803."

Sir *John Sinclair* wished to be informed by the Minister whether the savings in the Navy arose from the great and meritorious economy of the First Lord of the Admiralty, or from the number of seamen being less than had been voted?

The *Chancellor of the Exchequer* said, that there was most certainly a great saving in expenses, owing to the firm and economical conduct of the First Lord of the Admiralty; and in this particular instance, it was to be attributed, partly to economy, and partly to the deficiency of seamen, the number of whom, however, was, notwithstanding all difficulties in their way, only 1,500 short, at present, of the number voted. There had been great and unprecedented difficulties in the way of procuring seamen. Had all of those voted been raised immediately, then probably there would have been little saving. But he still considered that saving as a matter of great encouragement. There was no sort of fallacy whatever in the accounts presented. He knew there was a disposition to impute to him a wish to conceal from the public the true state of their affairs, but his conduct never should justify such imputation: Had there not been economy, there might now have been not savings, but arrears.

After some remarks from Mr. *Sturgess*, to which the *Chancellor of the Exchequer* and Mr. *Tierney* replied, and a mutual explanation between Mr. *Addington* and Lord *Folkstone*, the Resolution was agreed to.

FOREIGN REPORTS.

EAST INDIES.

ACCOUNTS from the Isle of France, *via* Bourdeaux, states that Admiral Linois had sailed for the Cape of Good Hope, for the purpose of preventing its falling into the hands of the English.

No *Prize Money* has as yet been paid in England for the capture of Pondicherry, to either sailors or soldiers; some little distribution has only been made in India. It is however expected at the India House, that something will be divided ere long.

Captain Noble, of the ship Samuel Elam, arrived at Philadelphia from the Isle of France, from whence he sailed on the 18th November, and reports, that Admiral Linois's squadron, which left the Mauritius more than three weeks before him, had proceeded to Batavia. Captain Noble adds, that several large privateers had sailed on a cruise in the Bay of Bengal.

Letters received overland, dated from Bombay, 31st December, state, that the extra ship Huddart, was dispatched from thence for England 10th December. The Elphinstone was sent from Bombay to Bengal in September.

Bombay, Dec. 31.—The Bridgwater, from Botany Bay, was spoke off Cape Cameron by the Fame, Allison, arrived here on the 25th inst. from Bengal. By her we learn that the Cato, and a ship, name unknown, which sailed in company with the Bridgwater, were lost, with every person on board, in some Streights to the Eastward.

MEDITERRANEAN.

The homeward-bound fleet from the Mediterranean arrived under convoy of the Diana frigate, which has been put under quarantine at Plymouth.

The Queen Charlotte, Andrews, from Smyrna, for London, has been cut out of Gibraltar bay by her crew, and carried into Cadiz, where they were taken charge of by a French 74 gun ship, and both the ship and the crew are given up to the English Consul for justice. This was an honourable act on the part of the enemy, and we hope will serve as an example to all nations.

NORTHERN STATES.

A part of the Russian naval force is supposed to be destined for Naples, in consequence of which the enemy's force in that country has lately received considerable reinforcements, and the King, at the date of the last accounts, was about to remove to Sicily.—From Denmark we learn, that the Dutch squadron still continues at Bergen, a circumstance at which the Court of Copenhagen is said to have expressed considerable displeasure; it being understood, that the enemy have an intention of making that neutral port a rendezvous for a force to be employed against some part of Great Britain, probably Scotland. The Amethyst British frigate is arrived at Bergen, to watch the motions of the enemy.

NARROW SEAS.

A letter from an Officer in the Squadron off Havre, dated the 19th of March, states, that there are now in the road 14 schooners, 16 large luggers, 14 cutter-rigged vessels, 7 brigs, and 15 ketches, fully armed and manned. These vessels are exercised daily at the mouth of the river, and the guard boats of our squadron row every night within pistol-shot of them, but it is impossible to attack them with our large ships.

Falmouth, April 2.—Sailed his Majesty's brig Gannet, of 18 guns, Captain Bass, on a cruise; the Peterell and Aurora ships of war, with the outward-bound West India fleet under convoy, and proceeded down channel with a fair wind at East.

Torbay, April 7.—Sailed yesterday morning with a light air to the Northward, the whole fleet of West Indiamen, under convoy of la Trompeuse, for Falmouth. Arrived yesterday and remain his Majesty's brig Kite, of 18 guns. Sailed this morning for Plymouth the Resolution cutter.

Falmouth, April 9.—Arrived his Majesty's ship Trompeuse, of 18 guns, Captain Godwin, from Portsmouth to the West Indies, and several vessels from London; also the Etna bomb, to give instruction to the outward-bound Mediterranean fleet waiting convoy here. The Leviathan, with the remainder of the fleet, are hourly expected here. Sailed the Diana packet, St. Aubyn, with mails of the 27th ult. and 3d inst. for Lisbon.

Torbay, April 14.—His Majesty's frigate Nemesis, Captain Somerville, yesterday hove to outside the Berry Head, sent her boat on shore after her dispatches, and then made sail again immediately.—This morning arrived from a cruize, and at present remains, but intends to sail again this evening, his Majesty's sloop Pheasant, Captain Cary. Wind N.N.E. with very fine weather.

Falmouth, April 16.—Arrived the Busy sloop of war, with several ships under convoy from the Downs, to join the outward-bound West India Convoy. The Hazard sloop of war was spoke with on the 13th instant, to the N.E. of St. Ive's.—Wind N.E.

Falmouth, April 17.—This day arrived the French schooner Marengo, from Goree, having on board Colonel Frazer and 47 troops; they have been two months on their passage, and were obliged to put into Teneriffe for refreshment: The Defence cutter, Captain Burrows, from a cruize: His Majesty's brig Busy, of 18 guns, Captain Clinch, from the Downs, to give instructions to the ships waiting convoy for the West Indies.—Sailed the Fox cutter, Lieutenant Nicholson, to join the fleet off Brest: The Auckland packet, Skeyler, with a King's messenger and a mail for Lisbon.

PLYMOUTH.

March 27.—Came in yesterday from the command of the in-shore squadron off Brest outer road to refit, the Foudroyant, 84 guns, Rear-Admiral Sir T. Graves, K.B.; she remains in Cawsand Bay: The Prince Frederick, 64 guns, Lieutenant Gordon, moved yesterday into Cawsand Bay, to lie there as a block or guard-ship. Sailed the Venerable, 74 guns, Captain Dacres, to join the in-shore squadron off Brest. Sir E. Pellew, Bart. sailed in the Tonant, 84 guns, for his blockading station off Ferrol and Corunna; and the Spartiate, 84 guns, Capt. Manley, is to follow in a few days for the same station; there will then be nine sail of the line, besides frigates and cutters.

28. Came in from the squadron off Ferrol, to refit, the Ardent, 64 guns, Captain Winthrop. Letters from one of our cruisers state, that there are only three line of battle ships and four frigates in Rochefort, so that two must have escaped, and two frigates; whither bound is uncertain. This frigate was chased on her station by a French line of battle ship and a frigate, supposed going to l'Orient, for a whole day; but escaped by superior sailing. The Colossus, 74 guns, Capt. Seymour, chased a French corvette of 18 guns a few days since, but she got into port by favour of the night. Sailed some transports, with troops for Guernsey, to join their respective regiments, under convoy of a cutter. The West India fleet, 30 sail, with the Aurora, 36 guns, Capt. Malbon, are now abreast of Poulet Point for Falmouth, with a fine leading wind at E.N.E.

April 1. The account of the melancholy loss of that fine ship, the Magnificent, of 74 guns, Capt. W. R. Jervis, is confirmed. The Topaz, of 36 guns, Capt. Luke, arrived in the Sound with the account yesterday morning early: the Magnificent was lost by striking on a ledge of sunken rocks, not laid down in the charts, near the Black Rocks, off Brest, a few days since. The Captain, Officers, and crew, were all providentially saved by the exertions of the boats of the off-shore squadron; her Officers and crew were all out but a short period when she turned over, and went down; so that her stores and guns, with the hull, are totally lost, and will be of no use to the enemy. Thus has perished one of the finest 74's in the service, of her size and class; she was built in 1766, at Deptford [See Naval Chronicle, Vol. I, Appendix,] and has been in constant service during different wars, and generally a favourite ship.

2. Arrived from off Brest, the Colossus, of 74 guns, Captain Seymour, with Captain Jervis, the Officers, and the greater part of the crew of the Magnificent. It is with concern we state, that the Officers of Marines, and about 80 men, in the hurry of trying to save themselves, got on board a large launch, and have not since been heard of, though it is hoped they have been picked up by some of our cruizers, or made prisoners. It is said Captain Jervis suffers a great loss in a complete service of plate, worth 1500l which went down with the wreck. This was a present of a noble friend and relation. The Magnificent went into dock at this yard, about five or six years since, and received a most complete and thorough repair. Every defective plank, band, knee, rib, &c. were taken out, and replaced with sound timber, by the care of the then builder, and his assistants of the dock yard. When she was turned out of dock, after two years' repair, she was in every respect equal to a ship just off the stocks.—Letters from one of our cruizers, dated the beginning of February off Scilly, state the loss of the Raven brig corvette, of 18 guns, but that all the crew were saved, and on board the Kent, of 74 guns. The Raven was originally l'Arethuse, taken from the French by the Excellent, Hon. R. Stopford, near l'Orient, October 10th, 1799.

4. Arrived from the fleet off Brest, which she left all well on the 1st inst. the Niobe, 44 guns, Captain Scott. The enemy's fleet as usual. When the Officers of the Royal Marines, and the remainder of the ship's company of the Magnificent, of 74 guns, about eighty-four in number, were last seen in the launch of the Impetueux, of 84 guns, it blew hard, with a heavy sea, and the men were seen baling out water; but as there was a small island leeward of the launch, there were hopes entertained that they might reach it, and save their lives, though made prisoners.

5. Came up from Falmouth, after having convoyed to that port 30 sail of transports and ships for the West Indies, to join the Peterell's convoy of 40 sail (since sailed for the Leeward Islands), the Aurora, 32 guns, Captain Malbon. Came in from Cork, last from Falmouth, with a convoy, the Nymph cutter, 14 guns, Lieutenant Bettesworth, to refit.

PORTSMOUTH.

March 23. This day sailed the Falcon cutter, with several West India ships under convoy, for Falmouth, there to join the outward-bound fleet. His Majesty's ship Alonzo, Captain Impey, this morning went out of harbour to Spithead.

25. The Lords Commissioners of the Admiralty have (through the representation of Captain O'Bryen, commanding the Sea Fencibles on this coast) accepted the voluntary offer of several Captains, Commanders, and Lieutenants of the Navy, on half-pay, to render every service in their power, should the enemy attempt a landing on this part of the coast.

April 1. This morning sailed his Majesty's ship Trompeuse, of 18 guns, Captain Godwin, for Ireland. Several outward-bound West India ships went with her to join the convoy at Falmouth Sailed also the Ariadne, of 32 guns, Captain Elphinstone, on a cruise. His Majesty's ship Athenian, of 74 guns, Captain Faverman, is gone out of the harbour to Spithead; she is a remarkably fine ship, and it is supposed she will be ordered to the East Indies. The Revolutionaire frigate, Captain Lock, is paid off.

3. This morning arrived the Union East Indiaman, and four ships from the South Sea. Also his Majesty's ship Busy and Pluto, from a cruize. and a convoy from the Downs, among which was the Perseverance outward-bound East India ship. The Leviathan, of 74 guns, Captain Bayntun, with the trade for Gibraltar and Malta, is still lying at St. Helen's. The Eurydice frigate, appointed to take the convoy to Newfoundland, is quite ready, and only waits the arrival of some ships from the river.

5. Arrived the Tribune frigate from a cruise, and the Whitby transport from the Downs.—Sailed the Falcon Revenue cutter with the Union, from Madras, and five homeward-bound South Sea Men, under convoy for the Downs. The Eurydice frigate has a signal for the coast of Africa.

NORTH SEAS.

Deal, March 23. Little wind at N. N. W. Sailed on a cruise the Conflict gun-brig, Lieutenant Lowe. Arrived the Admiral Mitchell cutter, Lieutenant Sheppard, from Dover Roads, and remain in the Downs with his Majesty's ships and vessels.

25. Nothing satisfactory respecting the late movement of the Boulogne flotilla has yet transpired, and we are consequently in a ſtate of uncertainty, though from the circumſtance of no heavy firing being heard, we are inclined to believe that the whole was nothing more than one of their manœuvring movements. One thing, however, seems generally believed by the moſt intelligent persons, that a much greater number of their flotilla can get out on one side than was heretofore supposed—the best informed say, from 200 to 300 sail. An order has arrived from the Board of Customs, for all the Officers and persons in their employ to sail immediately with their large boats and galleys, and put themselves under the command of Captain Owen. The extra boat, commanded

by Mr. Heard, has already sailed.—In consequence of a sudden shift of the wind to the S. W. at three o'clock P. M. a part of our blockading squadron are now coming into the Downs, the gale being so strong, as to make a lee shore on an enemy's coast very dangerous. The remainder will stand over to Dungeness.—It has blown hard from the S. W. all this morning. Sailed to Sheerness the Vulture sloop, Captain Green; and Speedy sloop, Captain Pigott; also, for the River, the Hon. East India Company's ship Walpole, from India. Came down from Sheerness, la Virginie frigate, Captain Beresford; also from the River, the Hon. East India Company's ship Ruby, Captain Blake, for the East Indies. Arrived the Squirrel frigate, Dart sloop of war, and Basilisk gun-brig, from a cruise; and the Curlew sloop of war from the westward.

26. Wind S. S. W. Arrived yesterday evening the Diana frigate, from the Mediterranean, with convoy, which are sailed for the River. Arrived the Euryalus and Siene frigates; the Autumn, Harpy, and Bonetta sloops of war; Fury and Vesuvius bombs; Minx and Locust gun-brigs, having been by the strong south-west gales blown from off their cruising stations from the French coast; and remain in the Downs with his Majesty's ships; and the outward-bound as per last. The Diana frigate is released from quarantine, and is now under sail for the westward. The Spider sloop has a signal for convoy to the westward.—The whole of the Boulogne squadron have been blown in. The enemy, it appears, had seventy five of their boats in the roads, but the late gale came on so suddenly that very few of them were able to get back safe into the harbour. Some were driven on shore; others were obliged to run for Calais; and from the confusion observed among them, there can be no doubt that they experienced a very heavy loss. Among the frigates which have arrived here to reinforce the squadron is the Virginie, which I am happy has not been found so defective as was some time ago represented. The weather at present is moderate, and therefore I suppose that our blockading squadron will soon resume its station.—The British squadron now cruising off the Texel, under the command of Admiral Thornborough, consists of the Ruby, Defence, Hero, Princess of Orange, Raisonable, Unicorn frigate, and Scorpion brig.

27. Wind S. S. W. Sailed la Chiffonne and Euryalus frigates, on a cruise off Boulogne; and the Perseus bomb for Yarmouth.

28. Wind E. N. E. Came down from the River, and sailed through the Downs, the Hon. East India Company's ship Asia, for the East Indies. Sailed his Majesty's ships Illustrious, Captain Sir Charles Hamilton; l'Imperieuse frigate; Squirrel ditto, Captain Browne; Dart sloop of war, Captain Brownrigg; Harpy ditto, Captain Heywood; Fury bomb, Captain Langford; Locust gun-brig, Lieutenant Lake; Milbrook schooner, Lieutenant Stark; with several other ships of war, on a cruise off Boulogne. Also the Spider sloop with the outward-bound as before, under convoy, to the westward. Arrived his Majesty's ships Braakel, Captain George Clarke; Stately, Captain Scott, and William store-ship; with the Enterprize, Francis; Ives, Poles; Catherine, Wrangham; Queen, Walker; Starling, Britton; Robert, Thorn; with several other ships, under quarantine, from Malta, and remain with his Majesty's ships as before.—The Arab frigate has received orders to take her station in the Rolling Ground, opposite Harwich, and all the block ships are immediately to take their respective stations for the protection of the entrance of the King's Channel, the Swin, and the Wallet.—From the squadron under Commodore Sir Sydney Smith we learn, that on the evening of the 24th of March, five boats manned with volunteers from the Antelope, and four boats from the Magicienne, undertook to cut out near the Scaw an armed brig, but before they could effect their purpose, they were attacked by an armed schooner, which obliged them to abandon their enterprise. The boats sustained considerable loss, having five men killed and ten wounded; among the latter are two Officers, one of whom is wounded in the neck. The boats succeeded in setting fire to the brig before they quitted her, but the schooner taking possesion of her immediately, the enemy found means to extinguish the flames.

29. The Monarch sailed last night, with Lord Keith on board. It is supposed that his Lordship was going over to Boulogne, but the wind coming from

the westward, he returned this afternoon. The Virginie is going up to the Nore, having sustained some damage in consequence of another frigate running foul of her. Arrived the meteor bomb, from a cruise off Boulogne; and remain with the rest of his Majesty's ships as per last, the William store ship; Stately, of 64 guns; and Braakel, of 50 guns, under quarantine.

April 2. Wind N. E. Sailed the Hon. East India Company's ship Perseverance, Captain Tweedle, with the outward-bound to Portsmouth. Sailed his Majesty's ship Illustrious; l'Immortalité, la Seine, and Squirrel frigates; Autumn, Alonzo, Bonetta, and Curlew sloops of war; Fury bomb; Archer and Jackall gun-brigs; with the stone ships, to Boulogne. Sailed his Majesty's ship Trusty and William store-ship, to the Nore.

3. Wind N. Sailed yesterday after post, the Admiral Mitchell armed cutter, commanded by Lieutenant Williams, with a fleet of transports under convoy to Portsmouth. His Majesty's ship Illuſtrious, Captain Sir Charles Hamilton, is returned to the Downs. Arrived the Thunder bomb, from Spithead.

5. Wind W. N. W. squally, with hail, snow, and rain. Arrived the Fury bomb, Captain F. Langford, from a cruise off Boulogne. The Locust gun-brig, commanded by Lieutenant Lake, is this afternoon arrived in the Downs, having been, by the very strong westerly gales, blown from off her cruising station off Boulogne: the rest of the British squadron are anchored at Dungeness.—A new sloop of war called the King Fisher, lately launched at Dover, is arrived in the dock-yard at Sheerness, to be coppered, and fitted for sea.

Promotions and Appointments.

ADMIRALTY-OFFICE, APRIL 23, 1804.

THIS Day, in pursuance of the King's pleasure, the following Flag-Officers of his Majesty's fleet were promoted

From the Rank of Admirals of the Blue, to be Admirals of the White.

Sir Richard Onslow, Bart.—Sir Robert Kingsmill, Bart.—Sir Hyde Parker, Knt.—Benjamin Caldwell, Esq.—Hon. William Cornwallis.

Vice-Admirals of the Red, to be Admirals of the Blue.

Thomas Mackenzie, Esq.—Sir Roger Curtis, Bart.—Sir Henry Harvey, K.B. Robert Man, Esq.—Charles Holmes Calmady, Esq.—John Bourmaster, Esq.—Sir George Young, Knt.—John Henry, Esq.—Richard Rodney Bligh, Esq.—Alexander Græme, Esq.—George Keppel, Esq.

Vice-Admirals of the White, to be Vice-Admirals of the Red.

Isaac Prescott, Esq—John Bazeley, Esq.—Thomas Spry, Esq.—Sir John Orde, Bart.—William Young, Esq—James Gambier, Esq.—Sir Andrew Mitchell, K.B.—Charles Chamberlayne, Esq.—Peter Rainier, Esq.

Vice-Admirals of the Blue, to be Vice-Admirals of the Red.

Christopher Parker, Esq.—Philip Patton, Esq.—Sir Charles Morice Pole, Bart.

Vice-Admirals of the Blue, to be Vice-Admirals of the White.

John Brown, Esq—John Leigh Douglas, Esq.—William Swiney, Esq.—Charles Edmund Nugent, Esq.—Charles Powell Hamilton, Esq—Edmund Dod, Esq.—Right Hon. Horatio Visc. Nelson, K.B.—Sir Charles Cotton, Bart.

Rear-Admirals of the Red, to be Vice-Admirals of the White.

John Thomas, Esq—James Brine, Esq.—John Pakenham, Esq.—Sir Erasmus Gower, Knt.—John Holloway, Esq.

Rear-Admirals of the Red, to be Vice-Admirals of the Blue.

George Wilson, Esq.—Sir Charles Henry Knowles, Bart.—Hon. Thomas Pakenham.—Robert Deans, Esq.—Cuthbert Collingwood, Esq.—James Hawkins Whitshed, Esq—Arthur Kempe, Esq.—Smith Child, Esq—Right Honourable Charles Lord Lecale—Thomas Taylor, Esq.—Sir John Thomas Duckworth, K.B.—Sir Robert Calder, Bart.

Rear-Admirals of the White, to be Rear-Admirals of the Red.

James Richard Dacres, Esq.—Hon. George Berkeley —Thomas West, Esq.—James Douglas, Esq.—Peter Aplin. Esq —Henry Savage, Esq.—Bartholomew Samuel Rowley, Esq.—Sir Richard Bickerton, Bart.—George Bowen, Esq.—Robert Montague, Esq.—John Fergusson, Esq.—Edward Edwards, Esq.—Sir John Borlase Warren, Bart. and K.B.—Edward Tyrrel Smith, Esq.—Sir Thomas Graves. K.B —Thomas Macnamara Russell, Esq.—Sylver. Moriarty, Esq —Sir Henry Trollope, Knt.

Rear-Admirals of the Blue, to be Rear-Admirals of the Red.

Henry Edwin Stanhope, Esq.—Robert M'Douall, Esq.

Rear-Admirals of the Blue, to be Rear-Admirals of the White.

Billy Douglas, Esq.—John Wickey, Esq.—John Inglis, Esq —John Fish, Esq.—John Knight, Esq.—Edward Thornborough, Esq.—James Kempthorne, Esq.—Sampson Edwards, Esq.—George Campbell, Esq.—Henry Cromwell, Esq.—Arthur Phillip, Esq.—Sir William George Fairfax, Knt.—Sir James Saumarez, Bart. and K.B.

The under-mentioned Captains were also appointed Flag-Officers of his Majesty's Fleet, viz.

To be Rear-Admirals of the White.

Thomas Drury, Esq.—Albemarle Bertie, Esq.—Right Honourable William Earl of Northesk —James Vashon, Esq.—Sir William Henry Douglas, Bart.—Thomas Wells, Esq.—Sir Edward Pellew, Bart.—Isaac Coffin, Esq.

To be Rear-Admirals of the Blue.

John Aylmer, Esq.—Samuel Osborn, Esq.—Richard Boger, Esq —Jonathan Faulknor, Esq.—John Child Purvis, Esq.—Theophilus Jones, Esq —William Domett, Esq.—William Wolseley, Esq.—John Manley, Esq.—George Murray, Esq.—John Sutton, Esq.—Robert Murray, Esq.—Honourable Alexander Cochrane.—Sir Thomas Troubridge, Bart.—John Markham, Esq.—Henry d'Esterre Darby, Esq.—Edward Bowater, Esq —George Palmer, Esq —William O'Brien Drury, Esq —William Essington, Esq.—Thomas Louis, Esq.

The King has been pleased to appoint George Martin, Esq. Sir Richard John Strachan, Bart. and Sir William Sidney Smith, Knt. to be Colonels of his Majesty's Marine Forces, in the Room of Sir Edward Pellew. Bart. William Domett, Esq. and Sir Thomas Troubridge, Bart. appointed Flag Officers of his Majesty's Fleet.

Captain T. Wells, of the Windsor Castle, to the Glory; Captain S. Osborn, to the Windsor Castle; Captain Aldham, to the Nautilus; Captain Carteret, to the Scorpion, *vice* Hardinge; Captain Gregory, to the Beaver, *vice* Pelly; Captain Elliot, to the Lucifer, *vice* Gregory; Captain Morrison, to the Lady Warren; Captain Bevan, to the Thames; Captain Colquit, (re-appointed) to the Princess; Hon. Captain Wodehouse, to the Sea Fencibles at Harwich; Lieutenant Meik, to the Bonetta; Captain Blamey, to the Folkstone.

Captains Hardinge and Pelly, of the Scorpion and Beaver, for their gallant conduct in boarding the Atalante, are promoted to the rank of Post Captains, and appointed to the Creole and Dartmouth; and Lieutenant Bluett, of the Scorpion, who was wounded in the action, to the rank of Commander, and appointed to the Brisk.

BIRTHS.

March 25, at Hartsbourne-place, Herts, Lady Thompson, wife of Sir Thomas B. Thompson, of the Royal Navy, of a son.

On Thursday, March 22, at Windsor, the Lady of Captain George Langford, of the Royal Navy, of a son.

10th of April, at her father's house in Devonshire-place, the Lady of Captain M. H. Scott, of the Royal Navy, of a son.

MARRIAGES.

April 3, at Mary-le-bone Church, Captain G. Martin, of the Royal Navy, to Miss Harriet Bentinck.

April 6, Captain Martin, of the Culloden man of war, to the rich Miss Bentinck, sister to Governor Bentinck.

April 7, at St. Georges, Hanover-square, Thomas Wolley, Esq. of Hinchelsey Lodge, near Lyndhurst, Captain in his Majesty's Navy, to Miss Francklyn, of Lansdown Crescent, Bath.

OBITUARY.

On Saturday, March 31st, at Mrs. Pickering's, Stepney-square, in the 19th year of her age, Miss Snow, eldest daughter of Lieutenant Snow, of the Royal Navy, a young lady deeply regretted by her family and friends.

Lately in Ireland, Sir Alexander Schomberg. We acknowledge ourselves indebted to Mr. Charnock for the following Biographical Sketch of this Veteran: "Mr. Schomberg was promoted to the rank of Lieutenant, December 11th, 1747, and continued in the same station till after the end of the year 1756, as we then find him serving in that station on board the Intrepid. He was afterwards promoted to the rank of Post-Captain by commission, appointing him to the Richmond frigate, bearing date April the 5th, 1757. He continued in this vessel a very short time, being, before the conclusion of the year, appointed to the Diana, of thirty-six guns. He continued in this frigate till the year 1760, having, early in the spring, accompanied Commodore Swanton on the memorable and fortunate expedition undertaken for the relief of Quebec. He arrived off the Isle of Bec, in company with the Commodore, on the 11th of May; and having anchored off Point Levi, on the 15th, was ordered on the ensuing morning, in company with Captain Deane in the Lowestoffe, to slip his cable and attack a small French force which lay above the town, consisting of two frigates, two armed ships, and some inferior vessels. The success was complete, and purchased at the easiest rate, for no sooner did the enemy perceive the English frigates approaching, than they fled with the utmost precipitation; one of their frigates, the Pomona, ran ashore above Cape Diamond; the other, the Atalante, at Point au Tremble, ten leagues above the town, where it was burnt; the whole remainder of their force, with a very inconsiderable exception, was taken, or destroyed.

Captain Schomberg was chosen by the Commodore to bear to England the tidings of this glorious and consequential success. Soon after his arrival he was appointed to the Essex, of sixty-four guns, a new ship launched but a short time before, in which he continued during the remainder of the war. He is not, however, otherwise mentioned in that period than as having been, in 1762, one of the Officers employed under the orders of Sir Edward Hawke and the Duke of York, in occasionally cruising in the Channel, watching the small remnant of the French naval force which had escaped destruction at the time of the Marquis de Conflans defeat. The Essex being put out of commission at the conclusion of hostilities, Captain Schomberg held no other command till the beginning of the year 1771, when he was appointed to the Prudent, of sixty-four guns, one of the ships put into commission in consequence of the apprehended rupture with Spain; this storm quickly blowing over, he accepted, in the month of December following, the command of the Dorset yacht, a station which he ever since retained. In 1777, he received the honour of knighthood."

At Clifton, near Bristol, Captain Hills, of the Navy.

At Ipswich, in the 83d year of his age, Thomas Hallum, Esq. a superannuated Rear Admiral.—Charnock, in the 6th volume of his Biographia Navalis, gives the following account of this Gentleman:—"He was appointed a Lieutenant in the Navy as far back as the 6th of January, 1741-2. In 1755 he was Lieutenant of the Essex under Captain Harland, and removed not long afterwards, with that Gentleman, into the Conqueror. He was advanced to the rank of Commander on the 10th of August, 1759; but to what particular vessel or command he was appointed we know not, till 1761, when we find him Captain of the Scorpion sloop of war. On the 24th of May, 1762, he was promoted to the rank of Post-Captain, and appointed to the Ludlow Castle: after continuing for some time on the home station, he was ordered, in 1763, to the coast of Africa; and, on his return from thence in the ensuing year, was paid off from that ship. Some time after the commencement of hostilities with France, in 1778, he was appointed to the Queen, the flag-ship of his former friend, and patron, Vice Admiral Harland; and was afterwards commissioned to the Royal George, into which ship it was intended the Vice-Admiral should have removed. He quitted this command, we believe in a short time, when Sir Robert himself retired.

In 1793, in consequence of the promotion of Flag-officers then made, which extended very considerably below him in the list of Captains, he was advanced to the rank of Rear-Admiral on the superannuated list.'

To the above we have only to add, that he was with Admiral Vernon at the taking of Porto Bello.

BIOGRAPHICAL MEMOIRS OF

SAMUEL PITCHFORD CORNISH, Esq.

ADMIRAL OF THE WHITE SQUADRON.

> "————————O, the cry did knock
> Against my very heart! Poor souls, they perished!
> Had I been any god of power, I would
> Have sunk the sea within the earth, or e'er
> It should the good ship so have swallowed, and
> The freighting souls within her."
>
> SHAKESPEARE.

OF the immediate ancestors of Admiral Cornish we have no particular information; but it is of some importance to state, that he is descended, collaterally, from that distinguished Officer, Sir Samuel Cornish, Bart. Vice-Admiral of the Red Squadron, who was brother to the present Admiral's mother. Our Officer's paternal name is Pitchford; but, in the year 1771, he assumed that of Cornish, in pursuance of the will of his uncle, who died, much lamented, in the preceding year, and left him a considerable portion of his property.

The late Baronet may be mentioned as one of the innumerable instances recorded in British history, of humble merit attaining a splendid remuneration; for the rank which he enjoyed, and the honourable title which was conferred on him, towards the close of his life, were simply the rewards of persevering exertion and intrinsic worth *.

---

* Charnock, to whom we are considerably indebted for the present memoir, relates the following anecdote of this Officer: — "In 1758 he was appointed to the Union, a second rate, one of the Channel fleet, during that season, under the orders of Lord Anson, which covered the desultory attacks made by the flying squadron, under Commodore Howe, on the smaller French ports."——

"Lord Anson had appointed him to the ship merely as a temporary Commander, and what is technically termed in the service, by order, intending it for the flag-ship of Sir Charles Saunders, and that Mr. Cornish should be then removed into one of lower rate. Mr. Cornish, when informed of this circumstance, Under the protection and tuition of his uncle, Mr. Pitchford was first inured to the toils of the service. In May, 1759, Mr. Cornish (the late Baronet) was appointed a Commodore to go to the East Indies, with a small squadron, consisting of his own ship, the Lenox, of 74 guns; the Duc d'Aquitaine, of 64; the York, of 60; and the Falmouth, of 50; intended as a reinforcement to Vice-Admiral Pocock, with whom he formed a junction, on the 18th of October, off Madras. Mr. Pitchford accompanied his uncle on this expedition; and, while on his passage, was promoted by him, on the 6th of August, to the rank of Lieutenant.

In February, 1760, Mr. Cornish, then Vice-Admiral, was detached with part of the squadron, by Admiral Stevens, who had succeeded Admiral Pocock as Commander in Chief, to Fort St. George, where he arrived at the end of the month, Mr. Pitchford remaining with him. In March, he assisted in the attack of the important post of Caricall *, which surrendered, on the 5th of April, to himself

---

and fully sensible of the indignity as well as insult offered him, Sir Charles being a very few months his senior, wrote to the Commander in Chief in the liveliest terms, and requested, that, as he heard the Union was intended for a flag, he might have the honour of being permitted to continue in that ship as Captain to the Admiral. A more elegant or juster reproof could not, perhaps, have been framed by the ablest politician, or the shrewdest courtier. Lord Anson affected not to consider it in that light, or probably had not penetration enough to perceive the force of Mr. Cornish's well-turned reprimand. Charmed with his apparent condescension, he continued him in the same ship, and promoted him to the rank of Commodore."

* "A fortress which belonged to the French in the East Indies, and situated on the coast of Coromandel. Colonel Coote resolving to dispossess the French of all their other settlements before he went against Pondicherry, sent Major Monson with a detachment to reduce this place, in which was a garrison of two hundred and six Europeans, and two hundred Seapoys. The Major being assisted by the fleet under Admiral Cornish, invested the place on all sides on the 3d of April, and on the 5th, his batteries breached one of the bastions, and dismounted several of the cannon. The next day the Major hearing that 120 horse and 400 European foot were within twenty miles, marching to relieve the fortress, and knowing he was in nowise able to contend with such a force, he summoned the Governor to surrender, threatening to storm the place directly if his demands were not complied with. This bold stroke had its desired effect; for the Commandant not having heard of the troops marching to his relief, surrendered prisoners of war."—Vide *The Field of Mars.*

and Major Monson. The French were thus confined to the single port of Pondicherry, which was also shortly afterwards reduced by Admiral Stevens, Admiral Cornish, and Colonel Coote.

Though professing to present a memoir of the *present* Admiral Cornish, our readers, we trust, will not censure us for enlarging on a certain portion of the career of his late respected relative; as it must be obvious, that the superior station which the veteran held, and the consequent opportunities which he possessed of distinguishing himself, furnish the best clue by which to trace the earlier progress of his nephew. On the 17th of May, 1761, Rear-Admiral Cornish succeeded, on the death of Admiral Stevens, to the chief command in the East Indies; and, on the 24th of August, in the same year, he advanced Mr. Pitchford to be Captain of the America, of 60 guns, one of the ships under his orders.

In 1762, a rupture having taken place with Spain, our Officers were again furnished with an opportunity of displaying their talents and gallantry. "An expedition was dispatched," says Mr. Adolphus, in his *History of England*, "from Madras against Luconia, the principal of the Phillipine Isles. The land troops, composed chiefly of Indians, consisted of two thousand three hundred men, under the command of Brigadier-General Draper; the naval force of eleven ships, forming part of Admiral Cornish's squadron. The troops effected a landing without loss, though not without opposition, and commenced vigorous operations against the town. Their strength was inadequate to the extent of the enterprize; but their gallantry made amends for every deficiency; and, in spite of a violent storm, which threatened destruction to the fleet, they completed their batteries, finished a parallel and communication, and established a place of arms. A strong body of Indians, in the service of the garrison, made a sally, and fought with incredible ferocity; they were repulsed by the steady valour of the besiegers, and many died, gnawing, like wild beasts, the bayonets with which they were transfixed. A breach was at length effected; and the garrison, instead of endeavouring to repair the works, resigned to a sullen despair, awaited the event. No proposal to capitulate being made, the town was successfully stormed, and for some hours unavoidably exposed to the licentiousness of the military. The Archbishop and Governor, with the Magistrates, retired into the citadel, which, being in no condition of defence, they were soon obliged to surrender at discretion; a capitulation was, after some objections, agreed to, by which the town of Manilla and port of Cavite, with several ships, and a large quantity of military stores, were surrendered to the King, and four millions of dollars covenanted to be paid as a ransom for the private property in the town. This important conquest was achieved with little loss.' '

In this expedition, Captain Pitchford very highly distinguished himself, he having been appointed to act as Lieutenant-Colonel of the battalion of seamen which was landed for the purpose of reinforcing the troops and assisting in the siege.

The journal of the taking of Manilla, sent home by Brigadier-General Draper, Commander in Chief of the land forces, reflects the greatest credit and honour on the assiduity and exertion of Admiral Cornish; but the detail of the operations relative to this expedition cannot be so well explained, as by the following official letter from that Officer to Mr. Cleveland, dated in the bay of Manilla, the 31st of October, 1762:—

It is with the greatest pleasure (says Admiral Cornish) I have the honour to acquaint their Lordships with the success of his Majesty's arms in the reduction of the city of Manilla, which was taken by storm on the morning of the 6th instant. In my letters of the 22d and 31st of July, I acquainted their Lordships with my proceedings to that time; after which, I used every possible means at Madras for dispatch, the decline of the S.W. monsoon making it of the utmost importance. To promote this end, I completed the Elizabeth, Grafton, Lenox, Weymouth, and Argo, with such of the troops and military stores as they were to take on board, and on the 29th sent them away, under the command of Commodore Tiddyman, to proceed to Malacca, with a view that they might complete their water there by the time I should arrive with the remainder of the squadron.

Having accomplished the embarkation of every thing designed for the expedition, with a dispatch much beyond my expectation, as we had for the whole time of my being there, a violent surf to contend with, I sailed the first of August with the ships undermentioned, viz. Norfolk, Panther, America, Seaford, South-Sea Castle storeship, Admiral Stevens storeship, Osterly Company's ship; leaving the Falmouth, at the request of the President and Council, to convoy the Essex East India ship, which was not ready to sail, having the treasure to take on board for the Chinese cargoes, and to bring to Manilla such of the Company's servants as were to be put in possession of that government, if the expedition succeeded.

The 19th I arrived at Malacca, and was disappointed in not finding Mr. Tiddyman there, who did not join till the 21st, having met with long calms. The difficulty of watering the squadron at this place, made it the 27th before I could leave the road.

On the 2d of September I arrived off Pulo Timean, and was joined by Captain Grant, in the Sea-horse, whom I detached upon my first arrival at Madras, to cruize between this island and the Streights of Sincapore, to stop any vessel he might suspect going to Manilla.

On the 19th I made the coast of Luconia, but was drove off again by a strong N.E. wind, which separated some of the squadron. The 22d the gale broke up, and the wind shifted to the S.W.: the 23d we recovered the land again; the next day entered the bay of Manilla, and in the close of the evening anchored off the fort of Cavite with the whole squadron, except the South Sea Castle and Admiral Stevens; the Falmouth and Essex having joined me off the coast. In the night I sent the Masters to sound about the fortifications of Cavite, and by their report found that it might be attacked by ships.

The 25th, in the morning, the wind not being favourable to attack the Cavite, I took two of the frigates, and, with General Draper and some other Officers, reconnoitred the shore about Manilla, and observed some churches and other buildings to stand near the works, on the south side of the town, particularly towards the S W. bastion. We had some design of attacking Cavite first, to have had the conveniency of that port for the shipping; but considered, that though the attack should be attended with all the success we could hope, yet it would cause a delay of at least two days before we could land at Manilla, which time would afford opportunity to the enemy to demolish these buildings near their works, and to prepare many obstacles to our landing, and perhaps recover from that consternation our unexpected arrival had thrown them in; and farther, Manilla being the capital, if that fell, Cavite would in consequence.

From those considerations, I joined with the General to take advantage of circumstances so favourable for a descent, and land the troops with all dispatch, and endeavour to get possession of some posts near their works, which, if effected, would greatly facilitate the reduction of the city.

In consequence of these resolutions, I immediately made the signal on board the Seahorse, for the squadron to join me, and for the troops to prepare to land. About seven in the evening the 79th regiment, with the marines in the boats, under the direction of the Captains Parker, Kempenfeldt, and Brereton, pushed for the shore; and, under the fire of the three frigates, effecting the landing at a church called the Moratta, about a mile and a half from the walls. We had no opposition from the enemy, but some difficulty from the surf, which ran high and bilged all the long-boats, but happily lost no men.

The next morning the General took an advanced post, about 200 yards from the glacis; and there, under cover of a blind, erected his battery against the face of the south-west bastion. The number of troops being small, I landed a battalion of seamen, consisting of about 700 men, under the command of the Captains Collins, Pitchford, and George Ourry.

The 25th I dispatched three armed boats after a galley coming up the bay to Manilla; they came up with her, resolutely boarded her, and took her, notwithstanding she kept up a smart fire with patteraroes and muskets: she mounted two carriages and 17 brass swivel guns, and had 80 men. By letters found in her, we discovered she was dispatched from the galleon St. Phillipina, from Acapulco, and whom she had left the 10th of September at Cajaoagan, between the Embacadero and Cape Spiritu Santa. Upon this discovery, I came to a resolution to send the Panther and Argo in quest of her, but it was the 4th of October before the weather permitted their sailing.

The 28th of September the General acquainted me that he was beginning to work on the battery, and that if some ships could get near enough to throw shot on the works of the town opposed to it, it might take off some of the enemy's fire and attention, and thereby facilitate its construction. In consequence of this, I ordered Commodore Tiddyman, with the Elizabeth and Falmouth, towards the town, as near as the depth of water would permit, and to place the ships in such a position as would best answer the purpose intended; which was accordingly done the next day, and their fire had a very good effect.

On the 30th the South-Sea Castle arrived with stores, which were much wanted, particularly the intrenching tools, for want of which the army had been so greatly distressed, that I was obliged to employ all the forges in making spades, pickaxes, &c. for them.

The first of October it began to blow fresh, and in the night increased to a hard gale, which drove the South-Sea Castle ashore near the Polverista, a little to the southward of our Camp. This accident, however, had some considerable advantages attending it, as the situation she lay in made her cannon a protection for the rear of our camp. It was likewise the means that all her military stores were got on shore with safety and dispatch, and the army supplied with the provisions she had on board, both of which were articles they stood in need of, and which could not have been supplied by boats, as it continued blowing weather for several days after, and the surf breaking very high on the beach.

This gale was from the W. S. W. directly on the shore, which gave me much concern for the safety of the squadron, particularly for the Elizabeth and Falmouth, who were only in four fathom water, and, as I have since been informed, with the surge of the sea struck; but the bottom being mud, and soft to a considerable depth, they received no damage. On the 4th, in the morning, the General opened the battery, which was so well managed, and seconded by the ships before the town, that in four hours the defences were taken off, and the next day in the evening the breach was made practicable.

On the 6th, at day-light in the morning, the General's regiment, with the sea battalion, mounted the breach, made the attack, and soon got possession of all the bastions, which completed the conquest. I immediately went on shore, and with the General, had a meeting with the Spanish Governor, and some of his principal Officers, when a capitulation was agreed on, that the town and port of Cavite, with the islands and forts dependant on Manilla, should be given up to his Britannic Majesty; and that they should pay 4,000,000 of dollars for the preservation of the town and other effects.

On the 10th, I sent Captain Kempenfeldt in the Norfolk, with the Seaford and Seahorse, to take possession of Cavite, agreeable to the capitulation. By this acquisition, we are in possession of a very large quantity of naval stores; and, besides the advantage of almost every conveniency for refitting a squadron, the people are supplied with fresh meat and vegetables in great plenty.

The siege, though short, was attended with many difficulties and great fatigue, in which both the Officers and men exerted themselves with the utmost cheerfulness. We had constantly fresh gales, a lee-shore, and consequently a surf to contend with; which always made it difficult, frequently hazardous, and sometimes impossible, to land with boats. The rains fell very heavy, and our little army was surrounded and harrassed by numerous bodies of Indians, who, though undisciplined, and armed only with lances, bows and arrows, yet, by a daring resolution and contempt of death, they became not only troublesome, but formidable. I have the satisfaction of acquainting their Lordships, that, throughout the whole expedition, the most perfect harmony and unanimity has subsisted between his Majesty's land and sea forces.

It is with concern I acquaint their Lordships with the loss of Commodore Tiddyman, who, in attempting to enter the river in his barge, the morning after the reduction of Manilla, was drowned with five of his people; by which unhappy accident, his Majesty has lost a brave and experienced Officer.

Captain Kempenfeldt, by whom I send this, (and will present to you, for their Lordships, a plan of the town of Manilla and the port of Cavite,) has been of the greatest assistance to me during the course of this enterprize. He is very capable of furnishing their Lordships with many particulars necessary for their information; and his great merit makes it my duty to recommend him as a very able good Officer.

I am, &c. S. CORNISH.

Captain Pitchford continued on the East India station during the remainder of the war, and for some time after the termination of hostilities. It will be in the recollection of many of our readers, that, on the 20th of October, 1763, the shifting of the monsoon on the coast of Coromandel, was attended by a violent storm, in which several vessels in Madras Road foundered; others were driven ashore and beaten to pieces, and the most of their crews perished. Captain Pitchford was lying in Madras Road when this tremendous hurricane came on. The America, however, Captain Pitchford's ship, together with the Norfolk and Weymouth, put to sea, and were so fortunate as to survive the gale, though with the loss of all their masts. They got back to the road on the 24th, but in a very leaky and distressed state.

At the end of the year 1764, Captain Pitchford returned to England, and we believe did not hold any subsequent command till 1781.

We must here again be permitted the liberty of digressing, in order to notice, that, on the 21st of October, 1762, Captain Pitchford's uncle was promoted to be Vice-Admiral of the Blue, "as though in sympathetic gratitude and honourable reward," says Charnock, for the gallant service which he had rendered at Manilla. On the 9th of January, 1766, this distinguished Officer was advanced to the rank of a Baronet of Great Britain; and, a few days after, he was elected a Representative in Parliament for the Borough of Shoreham, which honour he retained till the period of his death. In October, 1770, he was farther promoted to be Vice-Admiral of the Red. The latter reward, however, was enjoyed but for a short time, its gallant object dying in two days after it had been conferred.

In 1771, as we have before stated, Captain Pitchford assumed the name of Cornish; and, on the 16th of October, in the same year, he was married to Miss Gambier, then of Cavendish Square.

Towards the conclusion of 1781, Captain Cornish was appointed to the Arrogant, of 74 guns, a ship which had undergone a thorough repair, and was then under orders for the West Indies, with Admiral Rodney. Captain Cornish accordingly proceeded thither, and was with Admiral Rodney in the celebrated action of the 9th and 12th of April, 1782. On this memorable occasion the Arrogant was in the Blue division, and was so fortunate as not to sustain any loss.

In the course of the Summer of 1782, subsequently to the above action, Captain Cornish accompanied Admiral Pigot to America, and continued on that station after the main body of the fleet had returned to the West Indies, being detached by the Admiral, under Lord Hood, to cruize off Boston.

From the Peace of 1783, till the year 1790, Captain Cornish does not appear to have holden any command. At the latter period, in consequence of the Spanish armament, he was appointed to the Marlborough, of 74 guns. As a private Captain, however, he did not long retain this command; for, on the 21st of September, in the same year, he was promoted to the rank of Rear-Admiral of the Blue. He immediately hoisted his flag on board of his own ship (the Marlborough), and sailed on a cruize, with the Orion, Culloden, Cumberland, and Castor. On the 26th of October, Rear-Admiral Cornish sailed from St. Helen's for the West Indies, with a squadron of six ships of the line and a frigate *; but the prospect of hostilities having vanished, he returned immediately to England, arriving at Spithead on the 13th of February, with three ships of the line and a frigate, the remainder having, by order, put into Plymouth.

On the 1st of February, 1793, our Officer was promoted to the rank of Rear-Admiral of the Red; on the 12th of April, 1794, he was farther advanced to be Vice-Admiral of the Blue; on the 4th of July, in the same year, to be Vice-Admiral of the White; on the 1st of June, 1795, to be Vice-Admiral of the Red; on the 14th of February, 1799, to be Admiral of the Blue; and, on the 1st of January, 1801, to be Admiral of the White Squadron, which rank he now holds.

Admiral Cornish we believe has not taken any command since the termination of our differences with Spain, in 1791; but continues to enjoy, in peaceful retirement, the reward of those services which his earlier years performed.

---

* *A List of the Squadron that sailed from Spithead on the 26th of October, 1790, under the Command of Rear-Admiral Cornish:*

Ships.	*Guns.*	*Commanders.*
Marlborough -	74	Samuel Cornish, Esq. Rear-Admiral of the Blue. Captain Craven.
Culloden - -	74	——— Henry Collins.
Cumberland -	74	——— John Macbride.
Orion - -	74	——— Charles Chamberlayne.
Ardent - -	64	——— James Vashon.
Lion - -	64	——— Sey. Finch.
Proserpine -	28	——— Ed. T. Smith.

Vide SCHOMBERG'S *Naval Chronology.*

NAVAL ANECDOTES, COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTES IN GURGITE VASTO!

SOLUTION OF MATHEMATICAL PROBLEMS RELATING TO THE ART OF NAVIGATION.

IN the Report of the Labours of the Society of Emulation of Abbeville, among other memoirs, is one, entitled *Essai de Solution,* &c. or, an Attempt to solve certain Mathematical Problems relating to the Art of Navigation, by M. Poirée, an Associate Correspondent. In this memoir, M. Poirée proposes a geometrical formula, extremely simple, which, if it do not completely answer the purpose, may certainly prove advantageous; particularly in obviating the geometrical inaccuracies of the reckonings which mariners make in their course; who, for want of terrestrial objects which they have lost sight of, when out at sea, have no other director than the aid of the compass, ever inclined towards the north, and the meridian under which the vessel is, which make, with the one they are bound to, an angle, the summit of which is at the pole. The author observes, that the line which joins the point of departure to that towards which the course is directed, makes, with these two meridians, a triangle, which he names the *triangle de route*, or the triangle of passage. He farther observes, that the vessel, which is often changing place and passing on a new meridian, yields greater or less advantages, which diminish that of the triangle of passage; hence it follows, that the angle situated at the pole diminishes, and that the one at the point where the vessel is, augments; the pilot, therefore, will deviate from his track, and retire from the point at which he is desirous to arrive.

In the same Report is an Essay on Longitudes, likewise by M. Poirée. The object of this work is to give at once the means of exactly finding the longitude in certain particular cases, and to arrive very near it in others; to determine with precision the amount of each new degree of longitude of France, not only at every new degree of latitude, but even at every tenth of a degree; or at every myriameter, the new French itinerary measure. M. Poirée adds to this work two tables, and some observations very proper to facilitate the understanding of them. The first table comprises the new and old degrees, and their amount in myriameters, in ordinary leagues, and in marine leagues.

The second is composed like the first, with the addition, however, of a particular column, containing the difference of length to be found between each degree of longitude, from one degree of latitude to the next following one. The calculations are established on the original metre, which it will be easy to reduce to the rectified metre.

* * *

EPITAPH,

Intended for a Monument to be erected to the Memory of the late SIR WILLIAM PARKER, BART. *written by an old Officer of high Rank: Author of several Plans, Models, and Projects for the Improvement of the Naval Service; and of that excellent System of Education, the* ROYAL NAVAL SEMINARY.

SACRED TO THE MEMORY OF
SIR WILLIAM PARKER, BART.
VICE-ADMIRAL OF THE RED SQUADRON
OF HIS MAJESTY'S FLEET;
An Officer who had passed through all the Stages of the
NAVAL SERVICE
With exemplary Conduct,
Uniting every Moral Consideration with his
MILITARY CHARACTER;
AND SOLELY BY MERIT ROSE TO HIGH COMMAND:
Acquired a Fortune by subduing the Enemies of his King and Country,
and not at the Expense of his Fellow Subjects;
Eminently distinguished himself in the ever Memorable Victories
of the 1st of June, 1794, and the 14th of February, 1797.
HIS
DISCONSOLATE WIDOW,
AND
AFFLICTED FAMILY,
Have caused this STONE to be placed near his Remains, as a
TRIBUTE
To the Best of Husbands — Best of Friends.

PASSENGERS, PAUSE!

Learn:
A Man in Juridical Decisions so just,
His Head and Heart were God's perfect work;
Of Words few, but in Actions great;
A Column of Virtue for a falling State.

NAVAL MONUMENT AT COPENHAGEN.

A MONUMENT has recently been erected by the Danes, at Copenhagen, to the memory of the warriors who fell in the battle of the 2d of April, 1801. The composition consists of an artificial mount, of an elliptical form, sixteen feet high, sixty long, and forty broad, which is surrounded by wrought stones, on each of which is the name of an Officer who fell in the combat—that combat which reflected so much honour on the enterprising and persevering spirit of Britain—and of the ship on board of which he was killed. At the foot of this mount a number of poplars are planted, corresponding with the number of the stones. A path leads to the summit, from which is seen the coast off which the engagement took place. On that side of the monument which fronts the east, is an obelisk of black marble, with the following inscription:—

They died for their Country, April 2, 1801.

Underneath which is written,

The Gratitude of their Fellow-Citizens raised to them this Monument.

On a tablet of white marble, placed on a pedestal, is sculptured a crown of laurel, oak, and cypress, intertwined with these words:—

The Crown which his Country gives never fades on the Tomb of the Warrior who has died for its Sake.

* * *

THE SOUND LIST.

THE King of Denmark has lately granted to Messrs. Elias Gruner and Co. the privilege of expediting by the post the Sound List; that is to say, the amount of the number of ships that pass that streight, with the names of the Captains, the state of their cargoes, their arrival, departure, designation, &c. to which will be annexed the details of the daily temperature, &c.; in fine, all the news of Elsineur, which have any relation to commerce and navigation, such as shipwrecks, &c. By this means, foreign merchants will have it in their power to procure regularly, and at a moderate price, very valuable documents, which cannot otherwise be had but with great difficulty.

* * *

ACCOUNT OF FORTY-TWO PERSONS WHO PERISHED BY SHIPWRECK NEAR SPITZBERGEN, IN THE YEAR 1746.

JOHN CORNELIUS, of Muniken, being ordered to Spitzbergen, to catch whales, he set sail from the Texel in a galliot, on the

6th of May, 1646, and arrived on the 3d of June following near Spitzbergen, with an intention to anchor in the bay, but was by the vast floats of ice-shoals forced to keep out at sea. After having in vain cruized up and down among the ice-shoals, they got into the bay, but perceiving two whales farther at sea, they sent out their sloop in pursuit of them.

Whilst they were rowing up and down to watch the motions of these creatures, they discovered at a distance a great ice-shoal, with something white upon it, which at first sight they imagined to be bears (they being generally white there); but one Ellert Johnson, who was in the sloop to manage the harpoon, judging by the motion that it was something else, persuaded them to row that way, which being done accordingly, they not long after perceived the same to be a piece of a rope belonging to the sails of a ship, which was held up by a man as a signal of utmost distress; so they rowed up to it with all the oars they had, and coming near, found, to their great surprise, four living men, and one dead one, all Englishmen, upon the ice-shoal, who upon their bended knees expressed their joy and thankfulness for so unexpected a deliverance from the jaws of death. They were taken into the sloop, and carried into the bay aboard the ship.

These unfortunate men had cut a large hole, in the nature of a subterraneous cave, into the ice, and round the entrance thereof had placed the pieces of ice that were cut out of the concavity, to defend themselves against the violence of the winds and waves. In this hole they had spent fourteen days, it being so long since they had lost their ship. At first there were in all forty-two of them, and they had saved some victuals and tools, with their sloop. The Commander, however, perceiving, after a little while, that it was impossible for them to hold out long upon the ice-shoal, resolved to go ashore in the sloop, with seventeen of his men, and afterwards to send word back how matters stood there. This was done accordingly; but it blowing very hard, and they not having heard the least tidings of them since, they were afraid that they were drowned before they reached the shore.

There were then twenty-four left upon the ice-shoal; but the want of provisions increasing daily among them, and they being reduced to a starving condition, and expecting nothing but present death, resolved to divide themselves, and to get upon several other ice-shoals, in hopes, by some chance or other, to come near to the shore; but whether some of them got ashore, or were taken up by some ship, or swallowed up by the waves, they were not able to tell.

Certain it is, that four of them, the miserable remnants of forty-two, were found sitting together upon this ice-shoal, overwhelmed with affliction, without any hopes of being saved from the last extremity which they were reduced to by frost and hunger, before the Dutch ship came in sight of them, having had nothing to feed upon for some time, but a leathern belt, which they had divided and eaten, share and share alike, till all was consumed.

After they were brought to the Dutch ship, the surgeon took all imaginable care for their recovery; notwithstanding which, three of them died in a few days after; so that of forty-two, wherewith their ship was manned, no more than one escaped with life, who arriving in September, 1746, in the galliot, the Delft, upon the Meuse, from thence returned to England, his native country.

* * *

PLEA FOR PROMOTION.

A VERY tall gentleman was appointed to a small ship, where his cabin was every way inconvenient. After applying in vain to his friends to get him promoted, he at last wrote up to the Admiralty Board, humourously setting forth his grievance, who remitted an order for his immediate removal to a larger ship, reciting the words of the petition to this effect:—"Whereas A. B. of his Majesty's ship ———, has informed us, that, having the misfortune to be six feet three inches high, and his cabin being neither in height nor length above four feet six inches, he can neither *lie*, *sit*, *stand*, nor even kneel at his devotions: this is therefore to certify, that we appoint him to the ————, a ship commodious for all the above purposes."

* * *

TO THE EDITOR OF THE NAVAL CHRONICLE.

SIR,

AT a time like the present, when the eyes of all Europe are directed to the struggle which we are engaged in for the defence of our liberty, laws, and religion; or even our very existence as a nation; I flatter myself the enclosed sketch of a Marine Barrier may not be unworthy of your insertion. I presume it would be found a strong defence against an enemy's landing on an open beach by means of boats or small craft.

I have the honour to be,
SIR,
Your most obedient Servant,
JOHN WELLS.

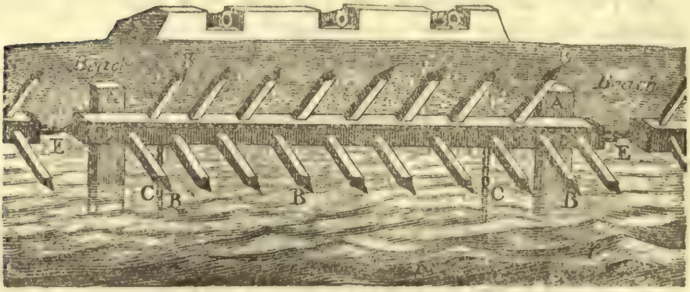
No. 71, *Red-lion-street,*
Clerkenwell.

A

MARINE BARRIER,

FOR EFFECTUALLY PREVENTING BOATS FROM LANDING ON AN OPEN BEACH.

BATTERY ON SHORE.



JOHN WELLS, Drawing-Master
to Christ's Hospital.

A. A. Piles drove in the beach at low-water mark, to prevent the Barrier from being driven on shore by the tide: Also for it to traverse again as it rises and falls with the tide.

B. B. Strong pieces of wood with an iron head, like a prow, projecting outward, which would stave any boat attempting to land.

C. C. Cables, or chains, to which it is fixed by means of grapples, to prevent its drifting outwards.

D. D. Plates of iron to prevent its being cut through by a saw.

E. E. Chains to link the timbers together.

FURTHER ANECDOTES OF MR. JOSEPH LANGSTON,

First Lieutenant of Royal Marines, whose Death we noticed in our CHRONICLE *for April, drawn up by an Officer on board the Goliath, in a Letter to the Father, Mr.* LANGSTON *of Aulcester, County of Warwick.*

" LIEUT. LANGSTON, with Mr. Kent, the First Lieutenant of the Ship, had gallantly volunteered their services to cut off a small vessel that was standing in shore. Captain Brisbane gave them two boats, with which they proceeded; and, as the small vessel escaped their vigilance, they determined not to come back without something: in consequence of this resolution, they attacked a large brig (the Rachel of Liverpool, captured by the French, and defended by French soldiers), and brought her out. It is impossible to do justice to your son's greatness of mind. The boat had just got alongside, and Langston was on the gunwale ready to board; one hand, his left, having hold of the rigging, when a musket was fired at him by a French soldier, which wounded him dreadfully in the right shoulder. A prodigious hemorrhage took place, and, from the nature of the service, it was a considerable time before the Surgeon could possibly get to the relief of the wounded. The gallant Langston refused to be drest, until a poor marine, since dead of his wounds, first obtained assistance. Every attention was afterwards paid him by all his Messmates, and the greatest care was taken of him by the Surgeon and his Assistants: and we had the happiness, as we thought, of seeing him do well, until the 23d at night, when the Ship had a great deal of pitching motion, which unfortunately renewed the hemorrhage, and it was soon perceived that death would inevitably ensue. He had, however, time to settle his affairs, and to confess his resignation to the will of God, which he did in the most sincere, manly, and Christian-like manner; so that his resignation, fortitude, and patience, excited the astonishment of every one. He lingered until the 31st, when circumstances proving favourable for amputation, which he had much wished for, it was put in execution at the shoulder-joint. This was a forlorn hope at best; but our most anxious desire was, that so gallant an Officer should be preserved. He bore the operation with fortitude and recollection; but expired, quite exhausted, a short time after its conclusion, lamented by all the crew. We buried him with every honour our situation would admit. It was impossible he could have too much.

Lieutenant *Kent*, his brave companion in the same boat, succeeded in boarding the vessel; but, when engaged with the enemy, he received five wounds, four of them with bayonets, and the fifth on the left temple with a sabre: he died on the twelfth day, a mortification having come on before it was possible to amputate."

We wish some Correspondent would furnish us with more particulars relative to these Officers.

* * *

Ceremonial of the Knighthood and Investiture of JOHN COLPOYS, *Esq. Vice-Admiral of the Blue Squadron of his Majesty's Fleet, Knight of the Most Honourable Order of the Bath. Feb.* 14, 1798.

THE Knights and Officers of the Order attending in the Privy Chamber, in their Mantles, Collars, &c. proceeded from thence, after the Levee, into the Sovereign's presence, making the usual reverences, in the following order:—

Gentleman Usher of the Order, in his Mantle, Chain, and Badge, bearing the Scarlet Rod.

Bath King of Arms, in his Mantle, Chain, and Badge, bearing the Ribbon and Badge of the Order on a crimson velvet cushion.

The Genealogist, in his Mantle, Chain, and Badge.

KNIGHTS:
Lord Bridport,
Right Honourable Sir George Yonge, Bart.
Sir William Fawcett,
Sir William Howe,
Right Honourable Lord Lavington,
Bishop of Rochester, Dean of the Order,
His Royal Highness the Duke of York.

Then, by the Sovereign's command, Admiral Colpoys was introduced into the Presence, between Lord Bridport and the Right Honourable Sir George Yonge, Bart. the two junior Knights Companions, preceded by the Gentleman Usher of the Order, with Reverences as before.

The Sword of State was delivered to the Sovereign by Lord Lavington, the second Knight in seniority present; and Admiral Colpoys, kneeling, was knighted therewith. Then his Royal Highness the Duke of York, senior Knight, presented the Ribbon and Badge to the Sovereign, which his Majesty put over the Admiral's right shoulder, who, being thus invested, had the honour to kiss his Majesty's hand. The procession returned to the Privy Chamber, in the order as above mentioned.

DESCRIPTION
OF
THE MONUMENT
ERECTED IN WESTMINSTER ABBEY,
TO THE MEMORY OF THE LATE CAPTAINS HARVEY AND HUTT.

IN our Biographical Memoirs of the late Captain John Harvey *, of the Brunswick, it was remarked, as a "singular coincidence of events," that "that gentleman, and Captain Hutt, of the Queen, were companions in a post-chaise from London, on joining their respective Ships previous to their last cruize: they both lost a limb in the action; died on the same day; and are both recorded on the same national monument, raised by a grateful Country to their memory."

The monument here alluded to, from the chissel of J. Bacon, jun. was opened for public inspection, in Westminster Abbey, on Monday, April the 2d. It consists of a large vase, on which are introduced the portraits of the Officers to whose memory it is erected: On the right of the vase is a colossal figure of Britannia, who is decorating it with laurel; and on the opposite side is a corresponding figure of Fame, pointing to the names of the heroes which are engraven on its base. Britannia is distinguished by her shield, her trident, and the British lion; Fame, by her bays, and her usual emblem, a trumpet.

On the front of a very extensive pedestal, which supports this composition, is a representation, in alto-relief, of that part of the naval engagement under Lord Howe, where the above-mentioned Captains were principally engaged. Over this representation is introduced a small flying angel, significant of a superintending Providence, who holds, in her left hand, a palm branch, and in her right a pair of scales, which she is exhibiting as the emblems of victory, and of the justice of the cause in which we were engaged. In light-

* *Vide* NAVAL CHRONICLE, Vol. III. p. 259.

ness and delicacy of drapery, the artist has here been very successful. At the bottom of the pedestal, and at the back of the composition already described, are grouped trophies of victory.

This being an insulated work, the family arms of Harvey and Hutt are introduced behind the pedestal, under the inscription table, which is at present left a blank, as the inscription has not yet been supplied.

The entire height of this monument, which may unquestionably be classed with the best of Mr. Bacon's performances, is eighteen feet. The attitude and expression of the respective figures which compose it, are well conceived; the execution is bold and correct; the disposition of the whole is well adapted for durability; to tell, to distant ages, the "gallant bearing" of Britons.

PHILOSOPHICAL PAPERS.

TO THE EDITOR OF THE NAVAL CHRONICLE.

SIR,

THE following observations on the Harmattan, a periodical wind of Africa, are extracted from a paper written by Dr. Dodson, which appeared some years ago in the *Philosophical Transactions*. If you think that they may be acceptable to your readers, I shall consider your insertion of them in the Naval Chronicle as a compensation for my labour of transcribing them.

Yours, &c.

Liverpool. R. T——N.

THE Harmattan is a periodical wind which blows from the interior parts of Africa towards the Atlantic Ocean, and possesses such extraordinary properties, as to merit the attention of the naturalist, making a curious and important article in the history and theory of the winds.

The first information I had on this subject was from my friend Mr. Norris, who has frequently visited the coast of Africa, and is a gentleman of an excellent understanding and strict veracity. This information immediately excited my attention; and as Mr. Norris was preparing to make another voyage to that part of the world, I desired him to confirm the facts which he had related, by further enquiries and observations; and it is from these materials, with which I have been obligingly furnished by Mr. Norris, that the following account is drawn up:—

On that part of the coast of Africa which lies between Cape Verd and Cape Lopez, an easterly wind prevails during the months of December, January, and February, which, by the Fantees, a nation on the Gold Coast, is called the Harmattan. Cape Verd is in 15° N. latitude, and Cape Lopez in 1° S. latitude, and the coast between these two capes runs in an oblique direction, nearly from W.S.W. to E.S.E. forming a range of upwards of two thousand one hundred miles. At the Isles de Los, which are a little to the northward of Sierra Leone and to the southward of Cape Verd, it blows from E.S.E. on the Gold Coast from the N.E. and at Cape Lopez and the river Gabon, from the N.N.E. This wind is, by the French and Portuguese, who frequent the Gold Coast, called simply the N.E. wind, the quarter from which it blows. The English, who sometimes borrow words and phrases from the Fantee language, which is less guttural and more harmonious than that of their neighbours, adopt the Fantee word Harmattan.

The Harmattan comes on indiscriminately at any hour of the day, at any time of the tide, or at any period of the moon; and continues sometimes only a day or two, sometimes five or six days, and it has been known to last fifteen or sixteen days. There are generally three or four returns of it every season. It blows with a moderate force, not quite so strong as the sea-breeze (which every day sets in during the fair season from the W. W.S.W. and S.W.); but somewhat stronger than the land wind at night from the N. and N.N.W.

A fog or haze is one of the peculiarities which always accompanies the Harmattan. The gloom occasioned by this fog is so great, as sometimes to make even near objects obscure. The English fort at Whydah stands about the midway, between the French and Portuguese forts, and not quite a quarter of a mile from either, yet very often from thence neither of the other forts can be discovered. The sun, concealed the greatest part of the day, appears only a few hours about noon, and then of a mild red, exciting no painful sensation on the eye.

Extreme dryness makes another extraordinary quality of this wind.

No dew falls during the continuance of the Harmattan, nor is there the least appearance of moisture in the atmosphere. Vegetables of every kind are very much injured: all tender plants, and most of the productions of the garden, are destroyed; the grass withers and becomes dry like hay; the vigorous evergreens likewise feel its pernicious influence; the branches of the lemon, orange, and lime trees droop; the leaves become flaccid, wither, and, if the Harmattan continue to blow for ten or twelve days, are so parched as to be easily rubbed to dust between the fingers. The fruit of these trees, deprived of its nourishment, and stinted in its growth, only appears to ripen, for it becomes yellow and dry, without acquiring half the usual size. The natives take this opportunity of the extreme dryness of the grass and young trees, to set fire to them, especially near their roads, not only to keep those roads open to travellers, but to destroy the shelter which long grass, and thickets of young trees, would afford to skulking parties of their enemies. A fire, thus lighted, flies with such rapidity, as to endanger those who travel: in that situation, a common method of escape is, on discovering a fire to windward, to set the grass on fire to leeward, and then follow your own fire There are other extraordinary effects produced by the extreme dryness of the Harmattan.

The parching effects of this wind are likewise evident on the external parts of the body. The eyes, nostrils, lips, and palate, are rendered dry and uneasy; and drink is often required, not so much to quench thirst, as to remove a painful aridity in the fauces. The lips and nose become sore, and even chapped; and, though the air be cool, yet there is a troublesome sensation of prickling heat on the skin. If the Harmattan continue four or five days, the scarf skin peels off, first from the hands and face, and afterwards from the other parts of the body, if it continue a day or two longer. Mr. Norris observed, that when sweat was excited by exercise, on those parts which were covered by his clothes from the weather, it was peculiarly acrid, and tasted, on applying his tongue to his arm, something like spirits of hartshorn diluted with water.

Salubrity forms a third peculiarity of the Harmattan. Though this wind is so very prejudicial to vegetable life, and occasions such disagreeable parching effects on the human species, yet it is highly conducive to health. Those labouring under fluxes and intermitting fevers, generally recover in an Harmattan. Those weakened by fevers, and sinking under evacuations for the cure of them, particularly bleeding, which is often injudiciously repeated, have their lives saved, and vigour restored, in spite of the Doctor. It stops the progress of epidemics: the small pox, remittent fevers, &c. not only disappear, but those labouring under these diseases when an Harmattan comes on, are almost certain of a speedy recovery. Infection appears not then to be so easily communicated even by art. In the year 1770, there were on board the Unity, at Whydah, above 300 slaves; the small pox broke out among them, and it was determined to inoculate; those who were inoculated before the Harmattan came on, got very well through the disease. About seventy were inoculated a day or two after the Harmattan set in, but no one of them had either sickness or eruption. It was imagined that the infection was effectually dispersed, and the Ship clear of the disorder; but in a few weeks it began to appear among those seventy. About fifty of them were inoculated a second time; the others had the disease in the natural way; an Harmattan came on, and they all recovered, excepting one girl, who had an ugly ulcer on the inoculated part, and died some time after of a locked jaw.

Another enquiry which I desired Mr. Norris to make respected the source of the Harmattan, and the nature of the soil over which it blows. It appears that, excepting a few rivers and some lakes, the country about and beyond Whydah is covered for four hundred miles back with verdure, open plains of grass, clumps of trees, and some woods of no considerable extent. The surface is sandy, and below that a rich reddish earth; it rises with a gentle ascent for one hundred and fifty miles from the sea before there is the appearance of a hill, without affording a stone of the size of a walnut. Beyond these hills there is no account of any great ranges of mountains.

ANSWER TO QUERIES 6 AND 7 *.

[Continued from page 212.]

What is the best method yet promulgated for saving the lives of shipwrecked mariners, when a life-boat cannot approach the ship, or is not at hand?——What are the most likely and approved means of conveying a hawser to the shore, from a ship in distress?

EVERY probable method which can be suggested for the relief of vessels in distress, and the preservation of the souls on board, merits the most serious attention of all scientific and experienced men, and the liberal encouragement of the community, whereby genius and ability may be roused to exertion in so humane and laudable a cause.

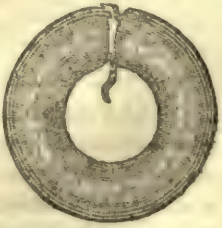
The many lives which are yearly lost in blowing weather on our coasts, attended often with circumstances the most calamitous, ante-

---

* See NAVAL CHRONICLE, Vol. VII. p. 133. where, connected with this subject, an ingenious plan of a *Life Boat*, (on so cheap and simple a principle that it may be universally adopted,) is described and recommended to the attention of the public.

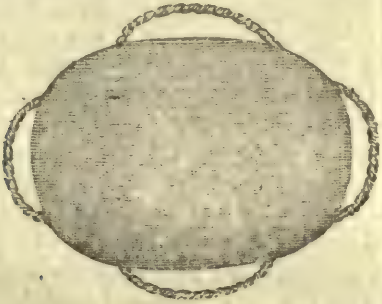
cedent to final destruction, which, however much we deplore, yet it must seem that we have either been too long regardless of these miseries, or incompetent to the devising of ways and means by which such frequent catastrophes may be obviated. It is true, that many ingenious men, or rather, many who supposed themselves to be so, have turned their thoughts to the subject; but we do not find that any of their plans have been brought into use, the Shields' life-boat excepted; which, however well designed, is too expensive to be universally adopted, and can be useful in or near the spot only where she lies. But the questions above stated are, "What is to be done for the preservation of the crew when a life-boat is not at hand, or could not approach the ship if it were?" &c. In reply, we are happy to have it in our power to give an extract from Commissary Bosquet's correspondence with the Royal Humane Society some time back on this important subject, and which appears to be the most simple and rational of any thing that has yet come to our knowledge.

He observes, that it most essentially behoves every Ship to be in actual possession of other more probable means of preservation than any that have been heretofore suggested can afford; if such means can be attained, and are not attended with great expense and inconvenience; which too frequently marr the object intended to be redressed. He therefore proposes what appears to him, after much reflection and some experience, to be the most applicable, certain, and least expensive means of affording the necessary aid. It is universally known, that a very small portion of buoyant matter will prevent a human body sinking in water; but the more it is elevated and at the same time protected from bruises, to which it is so subject on rocky shores, the danger is of course less. Every seaman, therefore, who has a proper regard for his own safety, should provide himself with a small machine of this figure, made of canvas, or coarse flannel, and stuffed with cork shavings, resembling in some degree a porter's knot, but larger, inasmuch as to occupy the space between the loins and the armpits, to be buckled or tied before when placed round the body, and a strap to come over each shoulder to keep it tight up, which may be done in less than a minute. This he should preserve in his hammock, as his dernier resort; and so far from being an incumbrance, would serve occasionally as a bolster, or to stuff the netting of a Ship in time of action. A man with this girdle round him might live in any sea, as long as hunger and thirst would permit; and, at all events, whether dead or alive, if not taken up at sea, the



body would come ashore without sinking; and, in the latter case, would be essentially protected from those bruises which usually destroy men on rocky shores. Beside these advantages already mentioned, there are many others that would attend this simple contrivance, such as, that a woman being put into this girdle, might not only save herself, but carry her child in her arms with ease and a great degree of safety. And in those unhappy situations adverted to on lee-shores, a man placing himself in one of these, might carry a line from the ship to any distance; with these precautions, that if the distance be great, a blown bladder or piece of cork wood, should be tied to the line at every 20 or 30 yards, whereby to lighten the line, which would otherwise retard the man in his progress to the shore, though with wind and tide in his favour: he should also carry some instrument with him, by which to cut the line in case of any obstruction, and particularly if not long enough to reach the shore. By this line, the man, on gaining the beach, might haul one or more hawsers, united, according to the distance, from the ship, if necessary: or a life-boat, if such a vehicle were at hand, be drawn from the shore to the ship, and again from the ship to the shore, with expedition and safety.

Another machine, constructed of the same materials, and of this form,



should also be on board every ship; its dimensions to be at least a yard square, and about 18 inches thick, resembling a small wool pack, with a loop at each side, as here described; between which and the machine, women, children, and feeble persons, might be securely placed from the danger of losing their support. Such a vehicle, from its great buoyancy, would ride high in the water with four persons connected to it, and carry them over surfs and billows that no boat could live in. Who would not give a kingdom for such a horse at such a time?

The various methods recommended for conveying a line by a dog, a horseman, a kite, a rocket, a bullet perforated, and a shell from a mortar, (see Dr. Fothergill's Essay on the Preservation of Shipwrecked Mariners,) appear to be futile and nugatory in the extreme, as I think it is fifty to one that they would not succeed, if ever the attempt could be made under the existing circumstances; and, notwithstanding that a line has been conveyed by a shell from a mortar to the distance of two hundred yards, yet this distance is in general far short of the occasion. Besides, matters being prepared and adjusted at leisure, and the experiment made on a smooth and steady surface, as was the case with the mortar, it might pretty well succeed; but would be, perhaps, impracticable in the hands of aukward seamen, in the utmost bustle and agitation, the ship lying on her beam ends, and the sea running over her, beating against the rocks, going to pieces, or foundering; at such moments there is no time for deliberation, or the adjustment of a tedious and uncertain process. What could a dog, a horseman, a kite, or a rocket do, and that too in a tempest? The method recommended by Dr. Fothergill, of sending a line by an empty cask, is simple and applicable, with little or no preparation, and might, perhaps, prove successful where the others could not even be attempted, and might carry a line to some distance, were it lightened and aided as above mentioned. But the cask also is liable to many material objections: first, the chance of its reaching the shore without being staved against the rocks, would be very uncertain; secondly, nothing but the line at best could be carried by the cask, as a man could not keep his place upon it, and the line would be useless if there were not some one conveyed with it, or on the shore to receive it; but in any case, the line, or even a hawser, would not avail much, merely for conveying persons along it from the ship to the shore, for granting that the distance were one hundred, or but fifty yards, and that the rope or hawser could be sufficiently strained to prevent its dipping, which would be no easy matter when projected from an unsteady ship; yet I think few or none could save themselves thereby. The great advantage resulting from the line would be that of drawing a life-boat, such as I mentioned in a former letter, or other buoyant vehicle, from the shore to the ship, and again to the shore; or for assisting to and fro those light, handy, and unexpensive machines which I have recommended, from a clear conviction of their unparalleled utility, and with which every ship, in some degree at least, ought to be provided, for the preservation of her crew, on the most sudden emergencies, from whatever cause.

The expense attending these simple vehicles is of no account, as the girdle might be made for about three shillings, and the pack with the loops for five or six; nor would their bulk in the ship be attended with any material inconvenience, the number of the latter being comparatively small to the number of persons on board, as twenty of them, I may venture to say, would save eighty persons in most cases; and ten or a dozen united or linked together, which might be done in a few minutes, would serve as a safe and steady raft or platform, on which many persons, and much valuable property, might be borne at a time, nor be in danger of washing off, or subject to injury from the rocks, or of oversetting, to which boats are so liable. For these, and the other obvious reasons before mentioned, they hold, in my estimation, a decided preference to any other ways or means yet suggested for the immediate relief and consequent preservation of such valuable and unfortunate men.

ANSWER TO QUERIES 8, 9, AND 10.

To what is the incorrectness in measuring a ship's way by the log chiefly due?——Can the log measure a ship's way with any, and what accuracy, with or against the current of river or tide?——Will the log measure a ship's way with equal accuracy whether she sail fast or slow? and if not, what is the cause?

THE incorrectness to which the log is subject in measuring a ship's way results from various causes. First, it does not draw by an equal opposition, in any two given stages of its progress, an equal quantity of line; the friction being greater and less at different times; but the incorrectness is much greater in fast sailing than in slow.

When a ship runs at the rate of ten or twelve knots an hour, the opposition which the log meets in the water augments in proportion to the ship's velocity, with an excess of retardation beyond the computed quantity; so that a ship making great way, reckons more way than she makes; and the more she increases her way, the more she will misreckon by the log; it being the quality of all fluids to give opposition in proportion to the opposition they meet, by an increased inverse ratio to the augmented opposition: that is to say, if a ship sail actually six miles an hour, she may appear by the log to have sailed precisely so much; but if she increase her actual way to ten miles an hour, it will tell by the log to be much more, a mile perhaps at least in ten, two miles in fifteen, and perhaps not less than four miles or knots in twenty, supposing the ship to sail so fast: so that, in fact, the log reckons more than the ship's way, in proportion to the increased rate at which she goes. Secondly: A ship sailing at the rate of three knots an hour against the current, whilst the current runs three miles an hour in the opposite direction, the log will measure the ship's way at six knots an hour; but, sailing with the current and the same force of wind, the ship's way will be nine miles in fact, whilst by the log it will appear but six, three knots less than her real way.

ANSWER TO QUERY 11.

At what depth of sea will an empty bottle, tightly corked, (and charged with a sufficiency of shot to sink it,) have the cork forced in, and become filled with salt water?

THE depth at which an empty bottle tightly corked, when let down into the sea, will have the cork forced in, is not we believe precisely ascertained; much will depend upon the manner in which the bottle is corked and the accuracy of the observations.

ANSWER TO QUERY 12.

Has the comparative weight of the sea-water taken into the bottle at such a depth, to that at the surface of the sea, been ascertained? and if so, what is the difference?

A satisfactory answer to this hydrostatical query would remove the doubts entertained of sea-water being heavier or salter at great depths than at the surface. If salter, it must be inferred that it is heavier; but it does not so clearly seem to follow, but that it may be heavier at great depths, but not salter. These points, however, do not appear to have been yet sufficiently investigated; though it has been proved by various experiments, that the water at the surface of some seas is heavier than at the surface of others.

DESCRIPTION OF PLATE CL.

TO THE EDITOR OF THE NAVAL CHRONICLE.

SIR, *Jan* 23, 1804.

THE few following observations on the temperature of the air and sea in the Florida stream and its neighbourhood, were made during a passage from New Providence to Nova Scotia, in the Summer of 1798. There is, perhaps, nothing conclusive in them; but a communication may be the means of more attention being paid to this subject by some of your nautical readers who may visit that part of the world. I was led to it by a suggestion in an American paper, "that the approach of navigators to the American coast might be indicated by the difference of temperature of the Florida stream and the adjacent sea."

The accompanying chart, representing the course of the stream, is from a small one by Governor Pownall.

It will be seen, that from the 1st of May until the 11th, the temperature of the air differed but little from that of the sea, though part of the time we were in the very strength of the stream. On the 10th and 11th it was so powerful as to set us each day *near an hundred miles* North of the ship's account: yet, on the 11th, the thermometer, instead of rising, as might have been expected, on being immersed in the sea, fell 3 degrees.

The rest of the passage was made *inside* the stream. While on the Carolina coast, with the wind northerly, from the 12th to the 14th, the sea was some degrees warmer than the air.

From the 24th until the 28th, the wind was southerly; the air and sea differed but little.

As we advanced northward, the sea became much colder. On the 31st of May, and 1st and 2d of June, the temperature of the sea was 6 or 7 degrees below that of the air. Wind from S.E. to S.W.

It is necessary to observe, that the thermometer was only tried at the surface of the sea. Perhaps in the Florida stream the water does not increase in coldness according to the depth, in that degree it does in some parts of the ocean.

Mr. Wales, in the latitude of 65 degrees North, in 1773, found the air to be 66½ degrees; the surface of the sea 55 degrees; and at 683 fathoms below it, only 40 degrees.

But the possibility of getting an exact state of the temperature of the water at this depth may perhaps be doubted.

I am, Sir,

Your humble Servant,

A. Z.

Time per Log. 1798. May	Thermometer. Air. Deg.	Thermometer. Sea. Deg.	Wind.	Latitude. Deg.	Bottom.	Remarks.
2. Noon.	80	78	East.	25 N.	13 Fathom.	At anchor within three miles of Nassau, New-Providence.
3. Noon.	80	78	East.	25	Ditto.	Ditto.
5. Noon.	83	81	E.S.E.	25	Ditto.	Ditto.
7. Noon.	83	81	South.	25.56	No Bottom.	In the channel formed by Providence and the Berry Isles, but which the pilots allow to be free from the influence of the Gulf stream.
8. 6 A.M	80	80	S. *b* E.	About 26¼	Ditto.	In the Providence channel, but not affected by the stream.
— 11 do.	82	79½	S.S.W			
— Noon.	82	79	S.S.W.			
9. Noon	82½	82	S.E.	26½	Ditto.	In the stream
10. Noon.	82	82	S.S.W.	28½	Ditto.	In the strength of the stream, having been set 99 miles to the northward of account.
11. 2 P.M	79	76	S.W.	28½	Ditto.	In the stream, having nearly as strong a *set* as yesterday.
12. 11 A.M	65	70	N.N.E	32½	14 Fathom.	*Inside* the stream, the coast of Carolina being in sight.
— Noon.	65	69	N.N.E		12 Fathom.	
13. 2 P.M.	66	68	N.E.	32½	10 Fathom	Ditto.
14. Noon.	66½	69	N.N.E	32½	Ditto.	Ditto.

Until the 24th we were either at anchor off Charleston, or cruizing in its neighbourhood, during which period the thermometer was neglected.

24. Noon	79	78	S.S.E.	33½	19 Fathom.	*Inside* the stream, but not in sight of land.
25. 9 A.M.	78	78	S.	33½	No bottom with 50 Fa.	Ditto.
— Noon.	78½	77	S.	33½		
26. 2 P.M.	79	77	S.	33½	No Bottom.	*Inside* the stream, near the *edge* of soundings.
— 6 P.M.	78	77				
— Noon.	76	78				
27. 3 P.M.	75	77	S.	34	Ditto.	Ditto. — Exposed to rain. The quicksilver fell to 73 deg
28. 6 P. M.	76	78	E. *b.* S.	35¾	Ditto.	Off Cape Statteras, between soundings and the stream.
31. 4 P.M.	69	63	S.E.	38¾	No Bottom.	Off the Delaware, *inside* the stream.
— Noon.	59	53	S.S.E.	39½	Sandy Bot. 40 Fathoms.	Off New York, in soundings as per column.
June 1. Noon	56	49	S.	40½	40 Fathoms.	Off Long Island, in soundings as per col.
2. Noon.	58	51	S.W.	41½	No Bottom.	Off Nantucket Shoals. Had soundings in 56 fathoms, three hours before noon.

P.S. I have lately seen various accounts of bottles having drifted on shore, with memorandums in them respecting the part of the ocean on which they were turned adrift. One from "near the Banks of Newfoundland found its way to the Bahamas." If we look at the chart this will not appear surprising, as the Gulf stream must have impelled it to the E.S.E. and S.E. till it intercepted the trade wind about the tropic of Cancer, which blowing incessantly from the Eastward, carried the bottle in the direction where it was found.

NAVAL LITERATURE.

An Account of Travels into the Interior of Southern Africa: In which is considered, the Importance of the Cape of Good Hope to the different European Powers, as a Naval and Military Station; as a Point of Security to our Indian Trade and Settlements during a War; and as a Territorial Acquisition and Commercial Emporium in Time of Peace; with a Statistical Sketch of the whole Colony: compiled from authentic Documents. By JOHN BARROW, *Esq. late Secretary to the Earl of Macartney, Auditor-General of Public Accounts at the Cape of Good Hope, and Secretary to Lieutenant-General Francis Dundas, during his Government there. Illustrated with superb Engravings.* Vol. II. 4to. pp. 452. 1804.

WE particularly dislike to be abruptly broken in upon by an author, who, not chusing to assign any reason for his appearance, forces himself into public notice, without preface or introduction. Of this literary rudeness we had to complain in Mr. Barrow's former volume; but not so in the present. Here is not, indeed, either *Preface* or *Introduction*; but the following passage, with which the work commences, presents to the reader a clear insight of the motives and intentions of the author:—

> The very flattering reception, (says Mr. Barrow,) which a former volume of sketches experienced from an indulgent public, was sufficient

encouragement for the author to resume his pen, though it might not be considered as an adequate motive, without new pretensions, to obtrude himself a second time on public notice. The pretensions, then, which I now claim, consist chiefly in being allowed to finish an incomplete work; to add a volume, in continuation of the former, which I am encouraged to hope will be considered no less interesting, from the importance of the matter, than the other was from its novelty. The natural history of a country little known; the general description of its surface and appearance; the manners, customs, and state of society, of the several classes of inhabitants, furnish a vast fund of useful and agreeable information; but they do not constitute a whole.—A number of other subjects must be discussed and described, before our knowledge of that country can be said to be complete. Among these are not the least important the local advantages it may command in a political, military, and commercial point of view; either in respect to itself, or its relations with other countries; its resources, and their application; its revenues, jurisprudence, population, and a variety of other points, which, when attentively taken, form a topographical and statistical account, from whence both the statesman and the philosopher may be instructed and amused.

This latter part is a task, which, in all human probability, I should never have undertaken, had I not found, on my return to England, that a great variety of opinions were fluctuating with regard to the importance of the Cape of Good Hope to the interests of the British Empire, but more immediately so to those of the East India Company, which composes so very distinguished a part of it. Most of these opinions were, obviously, grounded on a very limited view of the subject; or on an imperfect knowledge of the country. For, without arrogating to myself any superior information beyond what local knowledge, acquired by frequent travels and my public situation, enabled me to collect, I may be allowed to observe, that few seem to understand in what respects the Cape is, or is not, an important object to the different powers of Europe. In the former volume all political discussions were studiously avoided, not only because they might at that time, for many reasons, have been thought unseasonable or indiscreet, but because I then conceived there was but one opinion with regard to the real value of the Cape of Good Hope, if considered only in the single view of its being a barrier and a point of security to our Indian settlements.

Since, however, it has unfortunately been found expedient to relinquish the possession of it, in consideration of something that, no doubt, appeared to be of equal moment, such caution will now be no longer necessary; and I shall, therefore, in the present volume, enter very fully into the question of the political, military, and commercial advantages, which this grand outwork of all the European possessions in India commands, and of the dangers to which those of the British empire, in that quarter of the world, as well as the trade of the East-India Company, are now exposed, by having resigned this point of security into the hands of an enemy. I feel it, indeed, incumbent on me to prove a position I then took for granted, *that the Cape of Good Hope was an acquisition by which our political and commercial interests in the East Indies had been secured and promoted.*

In the first Chapter, the whole of which may be considered as introductory, the following important observations occur:—

In speaking of charts, (says our author,) it may not, perhaps, be considered unimportant to observe in this place, that the whole of the coast of South Africa, between Algoa, or Zwartkop's Bay, and that of de la Goa, stretches, in reality, much farther to the eastward, (making the continent in this part much wider) than it is laid down in any of the sea-charts that have hitherto been published; by several degrees more easterly than some of them make it. To this circumstance may, probably, have been owing the loss of the Grosvenor East Indiaman, and many other ships that have been wrecked on the Kaffer coast; and by it may be explained the reason why ships, coming from the north-eastward, almost invariably fall in with the land, to the northward of Algoa Bay, a full degree or more before they make it by their observations or reckoning. Immediately beyond Algoa Bay, the coast, in the charts, is usually made to trend to the north-east, and even to the northward of this point; whereas, in reality, it runs only east-north-east to the mouth of the Great Fish river, or Rio d'Infanta, whose latitude at this place, by repeated observations, I found to be 33° 25′ south; and from hence to the mouth of the Keiskamma, in the Kaffer country, the direction continues pretty nearly the same; after which, and not before, the coast begins to trend more to the northward. At the mouth of this river, I had also an observation for the latitude, which I found to be 33° 12′ south. The latitude of the true Cape point is 34° 22′ south; so that, in the distance of about six hundred and fifty miles, the coast inclines to the northward no more than seventy miles from the parallel of the true Cape of Good Hope, which is very far from being the case in any of the sea or land charts I have ever seen.

Mr. Barrow subjoins the errors in latitude of these eastern points, as they appear in some of the charts, contrasting them with his own *actual observations*. He is then particularly severe on M. le Vaillant, who is well known to have largely availed himself of the privilege of travellers. Our author asserts, that he (M. le Vaillant) "has done little more, in the eastern part of his map, than copy from Sparrmann, and the whole to the northward of St. Helena Bay is a work of fancy." To prove how little M. le Vaillant is to be trusted, Mr. Barrow adduces the two following instances:—"He places Camdeboo, and the beginning of the Snowy Mountains, in the latitude of about 28° south, instead of 32° 15′ south, an error of more than 290 English miles! And he makes the Orange River *descend* from the northward, nearly parallel to the coast, which, in fact, takes its rise near the eastern coast, and *ascends* towards the north-west."—Conduct like this unquestionably merits the severest reprehension; but more particularly so in one, who, with all the cant of modern philanthropy, exclaims,—"Had my voyage been productive of no other good than that of *preventing a single shipwreck*, I should have applauded myself during my whole life for undertaking it!"

In the second Chapter, which contains an account of the Author's *military expedition to the Kaffer frontier*, Mr. B. has blended some remarks on particular points and passes, with plans and descriptions of the three principal bays on the south-east coast of the colony, from actual surveys ordered to be made by Rear-Admiral Pringle, at the request of Lord Macartney.

Having spoken of Algoa Bay, as having but little to recommend it as a resort for shipping, Mr. Barrow says,—

> The French frigate *la Preneuse* was the only enemy's ship that ventured to look into this or any of the bays during the whole war; at which time the Rattlesnake sloop of war and the Camel store-ship, happened to be at anchor there. The French ship came in under Danish colours, and brought up in the dusk of the evening between two and three cables' length from the Rattlesnake, whose Captain

was on shore with a detachment of the crew, unable to get on board on account of the high surf running upon the beach; but Lieutenant (now Captain) Fothergill displayed, on this occasion, great judgment and bravery. Suspecting her to be an enemy, he fired a shot a-head, of which she took no notice; he then poured in a broadside, which was returned by the frigate. About midnight, the fire from the Camel being silenced, the frigate changed her position, bringing her broadside to bear directly on the Rattlesnake. In this manner they engaged till three in the morning, when the frigate thought fit to let slip her cable, and sheer off to sea. The Rattlesnake was much damaged in her rigging, received many shot between wind and water, had three men killed and several wounded. La Preneuse mounted 44 guns, and had on board upwards of three hundred men.

This affair decided General Dundas as to the expediency of erecting a small work for the defence of the landing-place, and a block-house surrounded with a pallisade, for the protection of the men to be stationed there.

Chapter III. is devoted to the consideration of the value and importance of the Cape of Good Hope, as a military station: in this part of the work much political discussion is interwoven. The Author is of opinion, that neither Malta nor the Cape of Good Hope can be subjected to French domination, without the security of our possessions in the East Indies being also endangered.

In the following Chapter Mr. Barrow proceeds to consider the importance of the Cape of Good Hope as a naval station. He dwells much on the position, that no ships but those of England can attempt a voyage to the East Indies, on account of its length, without some such convenient place as the Cape of Good Hope to stop at for refreshment. To English sailors, from their habitual hardiness, and from the peculiar advantages which they enjoy respecting the plentifulness and superior quality of their provisions, such a half-way port is not of much consequence; but, as our ships have frequently a number of Lascars, or unseasoned troops, on board, who cannot sustain the fatigues of so long a passage, it becomes highly necessary for their relief. As a naval station, the Cape of Good Hope is also valuable for the facility with which our cruisers may be dispatched thence, either to

India or to America, and from the shelter which it affords to shipping when distressed by the violent storms which frequently occur in these latitudes. On the other hand, Mr. Barrow considers, that if the French hold the Cape of Good Hope, possessing at the same time the Isle of France and Mauritius, the Rio de la Plata belonging to Spain, over whose movements they have an implicit controul, our trade must be materially deteriorated. Should our enemy be enabled to keep cruising squadrons at these places, our trading vessels, particularly on their homeward-bound passage, would be so completely within their power, as scarcely to possess the possibility of escape.

Among other arguments in favour of the Cape, we consider the following statement to be an important one :—

> I am not provided, (says Mr. B.) with sufficient documents to give the annual expenditure of the squadron that was stationed at the Cape ; but I am convinced it must have been much more moderate, in the articles of fresh meat, biscuit, and wine, than for the same number of ships and men on any other station whatsoever. In the year 1797, the squadron consumed 1,085,266 pounds of fresh meat, and 1,167,995 pounds of biscuit, or about 3000 pounds of each a day ; besides 184,358 pounds of soft bread, 217,813 pounds of flour, and 1,066 bushels of wheat : it consumed, moreover, 1,226,738 pints of wine, and 244,904 pints of spirits ; together with a considerable quantity of butter, vinegar, raisins, peas and beans ; all the produce of the colony, and all of them articles which were to be procured at a moderate rate. I conclude, from the quantity expended, that, in this year, the squadron, supposing it to consist of 3000 men, was subsisted mostly on Cape produce ; and, therefore, that it cost the Government little more than one-fourth part of what it would have done on most other stations.
>
> With respect to the wear and tear of the tackle and furniture, I have understood it to be very considerable on this station, owing to the frequent gales of wind, and the exposed situation of the ships. Admiral Pringle used to say, that every south-easterly gale, of a week's duration, cost his Majesty some thousand pounds. But this expense might probably be obviated, by forming an establishment at Saldanha Bay.

Farther on in the Chapter, our Author says,—

> Having now pointed out some of the principal conveniencies that the Cape possesses as a naval station, it will be right to mention the

disadvantages under which it labours in this point of view. The most serious of these, which, indeed, is the only material one that I am acquainted with, is the want of a secure and convenient harbour for refitting, repairing, or building ships. The two principal bays that are resorted to by shipping, one in the summer, the other in the winter months, are entirely open, and exposed to the two prevailing winds, the north-west and the south-east; nor does it appear to be practicable, by any expense, to render them secure and sheltered; nor to construct any kind of dock or harbour for the reception of large ships, and scarcely even of small craft.

If any thing of this kind were to be attempted, it could only extend to the accommodation of the latter; and the only place for this purpose would be at Rogge Bay, where nature has laid an excellent foundation of rock, close to which there is a considerable depth of water, where the swell of the sea is broken by the jutting points on which are erected the Amsterdam and the Chavonne batteries. At all events, this would be a much better and more convenient landing-place than at the present wooden wharf, which is barely kept up at an enormous annual expense.

In all other parts of the bay an attempt to make any kind of harbour would be fruitless. The tide barely rises five feet, and the constant rolling swell in the winter season would always choak the entrance of any dock with sand. Thus, the mouth of the Salt River is alternately open and blocked up with sand.

* * *

Our Officers seem to be divided in opinion as to the preference of Table Bay, or Simon's Bay. They are certainly both defective; but the latter would appear to be the more secure, from the circumstance of few, if any, ships having ever been known to drive on shore from their anchors, whilst scarcely a season passes without some being lost in Table Bay. In the winter months, when the wind blows from north to north-west, forty or fifty ships may lie at anchor perfectly secure at Simon's Bay; and eight or ten may be sufficiently sheltered in the strongest south-easters. The great bay False, of which this is an indent or cove, was so little known at the time of the capture by the British forces, that Rear-Admiral Pringle, in the year 1797, directed it to be surveyed and sounded; in consequence of which, the exact situation was ascertained of a very dangerous rock, placed directly in the passage of ships into Simon's Bay; a rock, of the existence of which the Dutch were entirely ignorant.

The usual months in which ships resort to Simon's Bay are from

May to September inclusive. The distance from Cape Town being twenty-four miles, and the badness of the road, mostly deep sand and splashes of water, render the communication at all times difficult; but more especially so in the winter; and few supplies are to be had at Simon's Town; a name with which a collection of about a dozen houses has most unworthily been dignified.

The necessity of ships of war being sent round into Simon's Bay for five months in the year, might be attended with very serious consequences to the safety of the colony; as far, at least, as depended on the exertions of the navy belonging to the station. Being a lee-port, chances are greatly against their being able to work up to Table Bay, and still less to Saldanha Bay, to afford any assistance in the event of an attack by an enemy's fleet; which, without any interruption or molestation, might disembark troops, and land artillery stores and ammunition at Robben Island, or any of the windward bays.

This being the case, it would seem more desirable, that the ships of war upon the station should winter in Saldanha Bay, being not only a windward port with respect to Cape Town, but one of the best harbours, perhaps, in the whole world. Here any number of ships may lie in perfect security at all seasons of the year, either to the northward of the entrance of Hoetjes Bay, from whence they can at all times get out in the winter months, or to the southward in summer; when, with equal facility, the south-easterly winds will at any time carry them out. On the west side of Hoetjes Bay, nature has erected a granite pier, against the sides of which ships may be brought as to the side of a quay; and it terminates to the northward in a fine smooth sandy beach, where boats may always land with safety. The position of Marcus Island, in the entrance, a solid block of granite, is peculiarly happy for protecting the bay, to which, a battery erected upon it, and mounted with heavy cannon, would be fully competent. The different points also jutting into the bay, are well calculated to provide for its defence.

The situation of Saldanha Bay is much more convenient than that of the peninsula for receiving the supplies afforded by the country. The deep sandy isthmus, whose heavy roads have been the destruction of multitudes of cattle, would be entirely avoided; and its distance from the corn districts, which is the most material article of consumption, is much less than that of the Cape. Its situation, with regard to all the northern parts of the colony, is much more convenient than Cape Town; and equally so for those who inhabit the distant district of Graaf Reynet, and who usually pass over the Roode Sand Kloof.

It may be asked, then, how it has happened, at the first foundation of the settlement, that the preference was given to Table Bay, which possesses not a single convenience for shipping; and is, at the best, no better than an open and a dangerous road? The answer has already been given in the last chapter, where it was observed, that the clear and copious stream of water rushing from Table Mountain, had determined the scite of the town. Unfortunately, no such stream of water falls into Saldanha Bay; nor has any spring yet been discovered in the vicinity of its shores, that has been considered as sufficient to supply the demands of a small squadron for fresh water. I must observe, however, that the trials hitherto made have been very insufficient.

Mr. Barrow proceeds, in Chapter V. to consider the importance of the Cape of Good Hope in a commercial point of view, and as a depôt for the Southern Whale Fishery. The commercial advantages, as far as relate to exports and imports, to be derived from this colony, appear to be of slight importance; but our Author says, there can be little doubt, that it " might be rendered essentially useful to the Southern Whale Fishery, so important to the commerce and navigation of Great Britain." He considers, also, " that during the war, the same place, in the possession of an enemy, may be the means of obstructing this valuable branch of trade, and must, at all events, render it forced and precarious."

The last Chapter of Mr. Barrow's work is appropriated to a topographical description, and statistical sketch, of the Cape Settlement. It does not come within our province to trace the details contained in this portion of the performance; but we can assure our readers, that they are very perspicuously displayed, and evince the Author's extensive knowledge of the subjects on which he treats.

We cannot close this article without observing, that the work before us, from the copiousness and correctness of its information, is the most valuable which has hitherto appeared respecting the Cape of Good Hope. The charts and plans which accompany it are particularly well executed; and, in the event of the Colony falling again into our possession, must prove essentially serviceable.

ABSTRACT OF A VOYAGE

FOR THE DISCOVERY OF A NORTH-WEST PASSAGE INTO THE SOUTH-SEA,

PERFORMED IN THE YEARS 1631 AND 1632,

BY CAPTAIN THOMAS JAMES.

[Continued from page 216.]

BY the 15th of July, got between *Digge's Island* and *Nottingham's Island*, not being able to get more northward.—The 16th, being satisfied of the impossibility of doing any thing farther to the North-westward, Captain James gave orders to steer away W. S. W. to have a sight of *Mansfield's Island*, which they had next day by three in the afternoon, having had so much dangerous foul weather amongst the ice, that they "struck more fearful blows against it" than they had ever yet done. This was the first day that they went to half allowance of bread on flesh days. Two of the men complained of sickness, but soon recovered. In the evening came to an anchor, and sent the boat ashore to try the tides. The boat's crew found that the savages had been on the island. Wind contrary, and weather foggy.

The 17th, the wind more favourable. Weighed anchor and stood along the shore, S. and S. by W. about ten leagues. In the afternoon, wind contrary, came to an anchor within a mile of the shore. Captain James went on shore to try the tides. Saw some fowl on the island, killed one, and returned on board.

The 18th, the wind being more favourable, weighed anchor and endeavoured to proceed to the westward, intending to fall in with the western land, about the latitude 63° 00′. At noon, stowed away S. S. W. in latitude 62° 00′. At 4 P. M. having escaped some dangerous blows from the ice, came, as they thought, into an open sea, and joyfully steered away W. and W. by W. At 10 P. M. heard the rut of the ice, it growing a thick fog and very dark: nevertheless, proceeded.

The 19th, at 3 A. M. saw the ice, which being impassable, and moreover the wind at N. W. stowed along it, hoping to weather it to the southward, but at last became so blinded with fog, and encompassed with ice, could go no farther.

The 20th, endeavoured to get to the westward, our ship beating and knocking all this while most fearfully.

In this wilfulness, (says Captain James,) we continued till the 21st, when being fast amongst the ice, I observed we were in latitude

60° 33′, and then looking what damage our ship might have received, we could perceive, that below the plate of iron which was before her cut-water, she was all bruised and broken; the two knees she had before to strengthen her, spoiled and torn; and many other defects, which we could not by any means come to mend. Notwithstanding all this, and the extraordinary thick fog, (that we could not see a pistol shot about us), we proceeded with the hazard of all.

On the 27th, for the first time, had clear weather to look about, and the wind coming up at south, and the ice opening, made some way through it to the westward. In the evening were fast again, the wind veering from the south to the east, and blowing a fresh gale. Since parting from *Mansfield's Island*, depth of water was commonly 110 and 100 fathoms, oozy ground; now, the water beginning to shoal, have but 80 fathom.

The 28th and 29th, (says Captain James,) we were so fast enclosed in the ice, that notwithstanding we put abroad all the sail that was at our yards, and that it blew a very hard gale of wind, the ship stirred no more than if she had been in a dry dock. Hereupon we went all boldly out upon the ice, to sport and recreate ourselves, letting her stand still under all her sails. It was flat, extraordinary large ice, the worst to deal withal that we had yet found. I measured some pieces, which I found to be a thousand of my paces long. This was the first day that our men began to murmur, thinking it impossible to get either forwards or backwards. Some were of the opinion, that it was all such ice betwixt us and the shore. Others, that the bay was all covered over; and that it was a doubt whether we could get any way or to any land to winter in. The nights were long, and every night it did so freeze, that we could not sail amongst the ice by night, nor in thick foggy weather. I comforted and encouraged them the best I could; and to put away these cogitations, we drank a health to his Majesty on the ice; not one man in the ship, and she still under all her sails. I most ingenuously confess, that all their murmuring was not without reason; wherefore doubting that we should be frozen up in the sea, I ordered that fire should be made but once a day; and that with a certain number of shides, that the steward should deliver to the cook by tale, the better to prolong our fuel, whatsoever should happen.

The 30th and 31st, made some way through the ice.

The 1st of August, the wind came up at West; and, in the evening, perceived the ice to heave and set a little, occasioned by a swelling sea from the S.W. which induced a hope of shortly getting out from the ice.

The 2d, it blew hard at S.W. but could not feel the forementioned swelling sea.

The 5th, (says the journalist,) we saw the sea clear; but could by no means work ourselves to it with our sails; wherefore about six in the evening we let fall an anchor in 50 fathom water, and stood all with poles and oars to fend off the ice, and let it pass to leeward. We continued this labour all night.

The 6th, in the morning, the wind came up at N.W. and we weighed with much joy, as hoping now to get into an open sea to the southward. This by noon we had done, and we were in lat. 58° 28′ very free of ice. The wind did large upon us, so that we stood away N.W. to get up as high to the northward as we could, and so to come coasting to the southward. We went to prayer, and to give God thanks for our delivery out of the ice.

The 9th, in lat. 59° 40′ came again to the ice, which lay very thick to the north.

The 10th, thick foggy weather, wind contrary, water shoaling apace, came to an anchor in 22 fathom.

The 11th, in the morning, weighed and made in for the shore. About noon, saw the land, depth 16 fathom, lat. 59° 40′.

The 13th, in the afternoon, (says Captain James,) it being something hazy, we saw some breaches a-head us; our depth was 9 and 10 fathoms; and luffing to clear ourselves of them, we suddenly struck upon the rocks; the ship then being under our two top-sails, foresails, and spritsail, with a fresh gale of wind. In this fearful accident we struck all our sails a main; and it did please God to send two or three good swelling seas, which did heave us over the rocks into three fathom, and presently into three fathom and a half, where we chopt to an anchor, and assayed the pumps; but we found she made no water, although she had three such terrible blows, that we thought her mast would have shivered to pieces, and that she had been assuredly bulged. We hoisted the boat overboard, and doubly mann'd her, to go seek and sound a way out of this perilous place. She was no sooner gone, but there rose a fog, so that we were fain to spend some powder, that she might hear whereabouts we were. The wind dull'd something, otherwise it had been doubtful whether she could ever have recovered to us again. After she had been absent about two hours, she brought us word, that it was all rocks and breaches round about us, and that withal she had found a way, where there was not less than two fathom and a half, and that afterwards the water did deepen. We did presently weigh, and follow the boat, and passed over two ledges of rocks, on which there was scarce fourteen feet water: then it did deepen to three, four, and so on to fourteen fathom; then it shoal'd again to nine. It being now night, we came to an anchor, where we rid indifferent well all the night. In the morning the wind came contrary, so that we could not go that way we intended to clear ourselves, and therefore we went to work, to fit our holds, to splice our cables, and make ready two shot, and so placed them in the hold, that they might on all occasions run clear; the ends of them being fastened to the main-mast. We likewise looked to our anchors, and fitted our spare ones. We got out our long-boat from betwixt the decks; which was very much broken and bruised. The carpenter went to work to fit her, (for I intended to tow the shallop at stern,) and so to have the boats ready at an instant, either to lay out anchors, or to be serviceable to what God should be pleased to try our faith and patience withal; for in Him was our only trust, and our hope upon his favours in our honest endeavours. At noon, in lat. 57° 45′, we could see the land from the N.W. to the S.E. by E. with rocks and breaches; and the rocks that we came over, dry above water; whereby I knew it flows here two fathoms at least. At noon, I sent the boat off to sound to the eastward, because the water shoaled when we came to an anchor. She brought us word, the shoalest water she had been in, was seven fathom. We intending thereupon to weigh, the wind came easterly, so that we could not budge, but lay here, 14th, all night, with a stiff gale of wind.

The 15th, in the evening, our cable galled off; by reason of which perilous and sudden accident, in which we had not time to put a buoy to it, we lost our anchor, and were driven into four fathom water before we could set our sails. This when we had done, we steered S.S.E. the wind being at E. but the water shoaled to three fathom. Then we stowed N.N.E. and it did deepen by degrees to ten fathom; and because it grew dark, we came to an anchor, and rid a good stress all night.

The 16th, in the morning, the wind came up at N. a fresh gale, and we weighed and came to sail. By nine o'clock it grew to be a very storm; and we turned to and again in ten fathom water. In the evening the wind dulled; and we stood S.W. to have a sight of Port Nelson; which course we stood all night, by the stars, being in lat. 57° 25′, the variation about 17 degrees.

The 17th, in the morning, stood south, depth increased by degrees to eight fathoms. At noon had a good observation, being in lat. 57° 15′, supposed to be six or seven leagues off the southern side of Port Nelson. Here the colour of the water changed, and was of a puddlish and sandy red colour. Night coming on, and it beginning to blow hard at E. by S. stood off into ten and twelve fathoms.

[*To be continued.*

Naval Poetry.

Bright-ey'd Fancy hovering o'er,
Scatters from her pictured Urn
Thoughts that breathe, and words that burn!

On the Death of Lieutenant SAMUEL NEVILLE, of his Majesty's Ship Centaur, who volunteered in an Attack upon the Martinique Shore, on the 7th February, 1804, in which he fell. He was the last of seven Brothers who have successively died in the service of their Country. The Ulysses conveyed his remains to St. Lucie, where he was interred with military honours.

SLOW moves the multitude o'er Lucia's shore,
The corpse of Neville solemnly before:
'Tis not the pow'r of death that bends them low;
Imprest with a superior awe they go,
Tracing the destiny of one so brave,
Who volunteer'd the honours of the grave.
Exalted terrors seize the standers by,
As o'er his tomb the blazing vollies fly,
Which thund'ring echoes bear along the sky.

The dew of pity o'er the cheek of Fame
Shall wander as she writes her Neville's name,
Softly to mingle with the tears that flow,
Press'd from a sister or a parent's woe.
Who loves Britannia! but must wipe the eye
To view the last, the *seventh* Neville die!
One gen'rous father then for England's good,
Pour'd on her altars forth his dearest blood;
Anxious awaiting, each succeeding post,
The hapless news!—"Another child is lost!"
Son after Son fell in his country's cause;
Still in the ranks another Neville rose,
Until the last, the youngest champion fell,
And Fate exclaim'd—*They serv'd their country well!*

How will the bosom of the fairest heave!
The thoughtful pity of the aged grieve!
Parents to whom the Nevilles were unknown

Shall for the loss of seven children moan;
Brothers henceforth in loyal virtue vie,
And for their country learn in turn to die.

But when Britannia in triumphal car,
With glory crown'd, shall leave the toils of war,
And to her country's shore return again,
The band of heroes, which she lent the main,
Brother shall brother hail—parents their children bless;
But no fond parent shall a Neville press!
When meek-ey'd Peace, again with bounteous hand,
Shall scatter ease and comfort o'er the land;
The flute and tabor to the dance may play,
And night, with blazing tapers, mock the day:
Alas! The Nevilles' roof must silent mourn;
No son unto its bosom can return!
None to entwine a sister's arm in his;
None at their social hearth must taste of bliss;
Not one to close a dying father's eye,
Nor in the fam'ly vault must hence a Neville lie!

By glory snatch'd, and their superior fate,
They rank amongst the heroes of the state:
The distant seas record their patriot zeal;
Death hath affix'd unto their deeds his seal.
Their country's memory embalms their name—
The Nevilles are not dead—but ever live to fame!

J. ECKSTEIN PICTOR.

Diamond Rock, Feb. 7, 1804.

* * *

FAVOURITE AIR,

SUNG BY MR. BRAHAM.

TO Arms! your Country's cause requiring—
Hark! the Trumpet sounds inspiring;
Every Loyal bosom firing,
Calls to Honour, calls to Fame:
Every Nerve and Fibre thrilling
Through my Heart I feel the Flame—
The Cause is just, our Bands are willing,
And our trust, Jehovah's Name.

EXTRACT

From Lines recited at the Anniversary of the Literary Fund,

WRITTEN BY

HENRY JAMES PYE, ESQ.

POET LAUREAT.

AMID the Storms that shake each neighbour State,
On these blest Isles still Peace and Virtue wait;
And, while our Naval Bulwarks proudly ride,
The Guard and Glory of our circling Tide;
Lo! crouding Myriads on th' embattled Shore
Pant for the Gale to waft Invasion o'er;
And shew, should Winds repressed our Navies keep,
Or Conquest lead them o'er the distant Deep,
On BRITAIN's fields, in Britain's Sons they'd find
Th' avenging Arm, th' unconquerable Mind.

* * *

EXTRACT FROM MR. HEBER'S POEM OF

PALESTINE,

RELATIVE TO THE EXPLOITS OF

BUONAPARTE AND SIR SYDNEY SMITH.

WHEN He, from tow'ry MALTA's yielding Isle,
And the green waters of reluctant NILE,
Th' Apostate Chief from Misraim's subject Shore
To ACRE's walls his trophied banners bore;
When the pale desert marked his proud array,
And desolation hoped an ampler sway;
What Hero then triumphant GAUL dismay'd,
What arm repelled the Victor Renegade?
Britannia's Champion! bath'd in hostile blood,
High on the beach the dauntless Seaman stood:
Admiring ASIA saw th' unequal fight;
E'en the pale Crescent blest the Christian's might.
Oh, day of death! O thirst beyond controul

Of crimson conquest in th' invader's soul:
The Slain, yet warm, by social footsteps trod,
O'er the red Moat supply'd a panting road:
O'er the red Moat our conquering thunders flew,
And loftier still the grisly rampire grew;
While proudly glow'd above the grisly Tow'r
The wavy Cross that mark'd BRITANNIA's bow'r.

* * *

ELEGIAC STANZAS

TO THE MEMORY OF

LIEUTENANT W. BOYD,

Who lately died of the Yellow Fever, in the West Indies.

WHEN by some unexpected stroke
Fate blasts the flow'r of youth so fair;
When friendship's link is rudely broke,
And hope's fond vision melts to air;
The muse, alive to sorrow's plaintive tones,
Shares pity's pang, affection's suffering owns.

Yes, gallant youth! 'twas thine to sink
Beneath disease's tiger spring,
When valour over danger's brink
Had borne thee safe on conquest's wing!—
Thy arm had triumph'd o'er thy country's foe,
When the fierce fever seiz'd, and laid her champion low.

But in the records of the brave,
Thy memory, William! long shall bloom:
Tho' fate, beyond yon western wave,
Far distant fix'd thy early doom,
Still shall thy name to freedom's train be dear,
And loyalty and love embalm it with a tear.

CORRECT RELATION OF SHIPWRECKS.

[Continued from page 294.]

No. IV.

Ha! total Night, and Horror, here preside;
My stunn'd ear tingles to the whizzing tide;
It is their funeral knell! and gliding near,
Methinks the phantoms of the Dead appear.
But lo! emerging from the watery grave,
Again they float incumbent on the wave;
Again the dismal prospect opens round,
The wreck, the shores, the dying, and the drown'd.

FALCONER.

Interesting Narrative of the Loss of His Majesty's Ship THE APOLLO, J. W. T. DIXON, *Esq. Captain, with about* 40 *Sail of her Convoy, on the Coast of Portugal, three Leagues North of Cape Mondego, when on her Passage for the West Indies, on the 2d of April,* 1804.

MONDAY, the 26th of March, sailed from the Cove of Cork, in company with his Majesty's ship Carysfort and 69 sail of merchantmen under convoy for the West Indies. 27th, were out of sight of land, with a fair wind, blowing a strong gale, and steering about W.S.W. The 28th, 29th, and 30th, weather and course nearly the same. 31st, the wind came more to the westward, but more moderate. Sunday, the 1st of April, at noon, observed in latitude 40 deg. 51 min. North. Longitude, per accouut, 12 deg. 29 min. West. At eight o'clock on Sunday evening, the wind shifted to the S W. blowing fresh; course S.S.E. At ten, up main-sail and set the main-stay-sail. At a quarter past ten, the main-stay-sail split by the sheet giving way; called all hands upon deck. At half past ten, strong breezes and squally: took in the fore-top-sail and set the fore-sail. At half past eleven the main-top-sail split; furled it and the main-sail.—The ship was now under her fore-sail, main and mizen storm stay-sails; the wind blowing hard with a heavy sea.

About half past three, on Monday morning, the 2d, the ship struck the ground, to the astonishment of every one on board, and by the above reckoning, we then conjectured, upon an unknown shoal. She continued striking the ground very heavy several times, by which her bottom was materially damaged, and making much water; the chain-pumps were rigged with the utmost dispatch, and the men began to pump; but, in about ten minutes, she beat and drove over the shoal.

On endeavouring to steer her, found the rudder carried away. She then got before the wind. The pumps were kept going, but, from the quantity of water she shipped, there was every probability of her soon foundering, as she was filling, and sinking very fast.

After running about five minutes, the ship struck the ground again with such tremendous shocks, that we were fearful she would instantly go to pieces, and kept striking and driving further on the sands, the sea making breaches completely over her. Cut away the lanyards of the main and mizen rigging, and the masts fell with a tremendous crash over the larboard side: the foremast went immediately after. The ship then fell on her starboard side, with the gunwale under water. The violence with which she struck the ground, and the weight of the guns, those on the quarter-deck tearing away the bulwark, soon made the ship a perfect wreck abaft: only four or five guns could possibly be fired to alarm the convoy, and give notice of danger. On her striking the second time, most pitiful cries were heard every where between decks, many of the men giving themselves up to inevitable death. I was told that I might as well stay below, as there was an equal likelihood of perishing if I got upon deck. I was determined to go, but first attempted to enter my cabin, and was in danger of having my legs broke by the chests floating about, and the bulk heads were giving way: I therefore desisted, and endeavoured to get upon deck, which I effected, after being several times washed down the hatchway by the immense volume of water incessantly pouring down. The ship still beating the ground very heavy, made it necessary to cling fast to some part of the wreck, to prevent being washed by the surges or hurled by the dreadful concuſſions overboard, the people holding fast by the larboard bulwark of the quarter-deck, and in the main channel, while our good Captain stood naked upon the cabin skylight grating, holding fast by the stump of the mizen-mast, and making use of every soothing expression which could have been suggested to encourage men in such a perilous situation. Most of the Officers and men were entirely naked, not having had time to slip on even a pair of trowsers. Our horrible situation every moment became more dreadful, until day-light appearing, about half past four o'clock, discovered to us the land, at about two cables' distance, a long sandy beach, reaching to Cape Mondego, three leagues to the southward of us. On daylight clearing up, we could perceive between 20 and 30 sail of the convoy ashore, both to the northward and southward, and several of them perfect wrecks. We were now certain of being on the coast of Portugal, from seeing the above Cape, though, I am sorry to say, no person in the ship had the least idea of being so near that coast. It blowing hard, and a very great swell of the sea (or what is generally termed waves running mountains high), there was little prospect of being saved. About eight o'clock, there being every likelihood of the ship going to pieces, and the after part laying lowest, Captain Dixon ordered every person forward, which it was very difficult to comply with, from the motion of the main-mast working on the larboard gunwale, there being no other way to get forward. Mr. Cook, the Boatswain, had his thigh broke in endeavouring to get a boat over the side. Of six fine boats not one was saved, being all stove, and washed overboard with the booms, &c. Soon after the people got forward the ship parted at the gangways. The crew were now obliged to stow themselves in the fore-channels, and from thence to the bowsprit-end, to the number of 220, for, out of 240 persons on board when the ship first struck, I suppose 20 to have previously perished betwen decks and otherwise. Mr. Lawton, the Gunner the first person who attempted to swim ashore, was drowned: afterwards Lieutenant Wilson, Mr. Runcie, Surgeon, Mr. M'Cabe, Surgeon's Mate, Mr. Standley, Master's Mate, and several men, shared the same fate, by reason of the sea breaking in enormous surges over them, though excellent swimmers. About 30 persons had the good fortune to reach the shore, upon planks and spars, among whom were Lieutenant Harvey and Mr. Callam, Master's Mate. Monday night, our situation was truly horrid, the old men and boys dying through hunger and fatigue—also Messrs. Proby and Hayes, Midshipmen. Captain Dixon remained all this night upon the bowsprit.

Tuesday morning presented us no better prospect of being relieved from the jaws of death, the wind blowing stronger and the sea much more turbulent. About noon, this day, our drooping spirits were somewhat raised by seeing Lieutenant Harvey and Mr. Callam hoisting out a boat from one of the merchant ships to come to the assistance of their distressed shipmates. They several times attempted to launch her through the surf, but being a very heavy boat, and the sea on the beach acting so powerfully against them, they could not possibly effect it, though assisted by nearly 100 of the merchant sailors and Portuguese peasants. Several men went upon rafts this day, made from pieces of the wreck, but not one soul reached the shore; the wind having shifted, and the current setting out, they were all driven to sea; among whom was our Captain, who, about three in the afternoon, went on the jib-boom with three seamen; anxious to save the remainder of the ship's company, and too sanguine of getting safe on shore, he ventured upon the spar, saying, on jumping into the sea, "My lads, I'll save you all" In a few seconds he lost his hold of the spar, which he could not regain: he drifted to sea, and perished. Such was also the fate of the three brave volunteers who chose his fortune.

The loss of our Captain, who, until now, had animated the almost lifeless crews; as well as the noble exertions of Lieutenant Harvey and Mr. Callam, to launch the boat, not succeeding, every gleam of hope vanished, and we looked forward for certain death the ensuing night, not only from cold, hunger, and fatigue, but the expectation of the remaining part of the wreck going to pieces every moment. Had not the Apollo been a new and well-built ship that small portion of her could never have resisted the waves and stuck so well together, particularly as all the after part from the chess-trees was gone, the starboard bow under water, the forecastle deck nearly perpendicular, the weight of the guns hanging to the larboard bulwark on the inside, and the bower and spare anchors on the outside, which it was not prudent to cut away, as they afforded resting places to a considerable number of men, there being only the fore channels and cathead, where it was possible to live in, and about which were stowed upwards of 150 men; it being impracticable to continue any longer in the head, or upon the bowsprit, by reason of the breakers washing completely over those places. The night drawing on, the wind increasing, frequent showers of rain, the sea washed over us, and looking every instant for the forecastle giving way, when we must have all perished together, afforded a spectacle truly deplorable, the bare recollection of which even now makes me shudder. The piercing cries of the people this dismal night, at every sea coming over them, which happened every two minutes, were pitiful in the extreme; the water running from the head down all over the body, keeping us continually wet. This shocking night, the remaining strength of every person was exerted for his individual safety. From the crowding so close together in so narrow a compass, and the want of something to moisten their mouths, several poor wretches were suffocated, which frequently reminded me of the black hole, with this only difference, that these poor sufferers were confined by strong walls, we by water; the least movement without clinging fast would have launched us into eternity. Some unfortunate wretches drank salt water, several their own urine, some chewed leather, myself and many more chewed lead, from which we conceived we found considerable relief, by reason of its drawing the saliva, which we swallowed. In less than an hour after the ship firs struck the ground, all the provisions were under water, and the ship a wreck, so that it was impossible to procure any part. After the most painful night that it is possible to conceive, on day-light appearing, we observed Lieutenant Harvey and Mr. Callam again endeavouring to launch the boat. Several attempts were made without success, a number of men belonging to the merchant ships being much bruised and hurt in assisting; alternate hopes and fears now pervaded our wretched minds; fifteen men got safe on shore this morning, on pieces of the wreck.—About three in the afternoon of Wednesday the 4th, we had the inexpressible happiness of seeing the boat launched through the surf, by the indefatigable exertion of the above Officers, assisted by the Masters of the merchant ships, with a number of Portugueze peasants, who were encouraged by Mr. Whitney, the British Consul from Figuiera. All the crew then remaining on the wreck were brought safe on shore, praising God for a happy deliverance from a shipwreck which has never had its parallel. As soon as I stept out of the boat, I found several persons whose humanity prompted them to offer me sustenance, though improperly, in spirits, which I avoided as much as possible. Our weak state may be conceived, when it is considered that we received no nourishment from Sunday to Wednesday afternoon, and continually exposed to the fury of the watery elements. After eating and drinking a little, I found myself weaker than before, occasioned, I apprehend, from having been so long without either. Some men died soon after getting on shore, from imprudently drinking too large a quantity of spirits. All the crew were in a very weak and exhausted state, the greater part being badly bruised and wounded. About 40 sail of merchant ships were wrecked at the same time on this dreadful beach. Some ships sunk with all their crew, and almost every ship lost from two to twelve men each; yet the situation of the remainder was not equal to that of the frigate's ship's company, as the merchant ships drawing a less draught of water, were mostly driven close on the shore, and no person remained on board them after the first morning. The Masters of the merchant ships had tents upon the beach, and some provisions they had saved from the wrecks, which they very generously distributed, and gave every assistance to the Apollo's ship's company. Thus was lost one of the finest frigates in the British Navy, with sixty-one of her crew. The number of souls lost in the merchants ships was also very considerable. Dead bodies were every day floating ashore, and pieces of wreck covered the beach upwards of ten miles in extent.

PROVIDENTIAL ESCAPE OF

ROBERT SCOTNEY,

A NATIVE OF SPALDING, LINCOLNSHIRE.

The unfortunate Sufferer was picked up at Sea by the EUROPE, *on the 29th of June last, in Long.* 22° *W. and Lat.* 29° 40′ *S.*

AT half past eight, A.M. saw a small boat on our starboard bow, which, upon nearing, we discovered to have only one small sail set, and otherwise to be a perfect wreck. No one was observed on her deck, until upon hailing her, a wretched object presented himself, apparently in a most distressed situation, and in the posture of imploring our assistance; a boat was immediately sent aboard of her, with the 2d Officer, who returned with him, having sent the wreck adrift.

By the poor man's account, it appears that he sailed from London as Second Mate of the brig Thomas of London, commanded by Captain Gardner, and belonging to Messrs. Broderick and Co. on the 4th of March, 1802, bound to the Southern Ocean on the whale fishery; that after touching at several places in their outward-bound voyage, they arrived at Staten Land, where they remained 6 or 7 months, and got about 7 or 800 skins; in the course of that time they rose upon their long boat, lengthened and decked her, and converted her into a shallop, of which they gave him the command, and put three other seamen on board under him, with orders to accompany the brig to the Island of Georgia, whither they were bound, and procure seals and sea elephants.

They accordingly left Staten Land the latter end of January, 1803, in company with the brig, and after eleven days' passage, arrived at the Island of Georgia, where they remained about two months, and left it the beginning of April, their own brig and another brig, the John of Boston, in company, and stood for the Island of *Tristan da Cunha.*

On the 14th of April they were parted from their consorts, in a heavy gale of wind, in which gale he lost his three hands, who were washed overboard by a tremendous sea, from which he himself narrowly escaped, having the moment before gone below for a knife to cut away some part of the rigging.

At that time he had on board only 3½lbs. of meat, 3lbs. of flour, 6lbs. of bread, and two hhds of water, which were all more or less damaged by the gale, some whale oil remaining in the bottoms of some of the casks, and a small quantity of salt: on this scanty pittance, and without any means of dressing even that, he *prolonged his existence* for the surprising period of seventy-five days.

When we fell in with him, he was shaping a course for the *Cape of Hood Hope*, having missed the Island of Tristan da Cunha, to which it was his intention first to have proceeded, for the purpose of rejoining his consorts, whom he expected to meet there.

His debility however was so great, that he had been for several days previous, incapable of going into the hold of his vessel for what little sustenance then remained, or of shifting his helm, should a change of wind have happened.

The appearance of this poor wretch, on his being brought on board, deeply affected every one: he had entirely lost the use of his extremities, his countenance was pallid and emaciated, and it was the opinion of the Surgeon, that he could not have prolonged his existence for two days more.

It is unnecessary to enlarge upon the thankfulness evinced by the poor fellow for his preservation, or that he experienced *every possible assistance* which his situation required, and which we have no doubt, but that our readers will hear with pleasure *proved successful.*

NAUTICAL INFORMATION

COMMUNICATED BY

CAPTAIN D. INVERARITY,

OF THE SHIP INDIA.

THE passage to the Eastward of the Island of Madagascar to Bombay from Europe, in the S.W. monsoon, having become pretty general of late years; it is therefore necessary, that ships having passed Cape Amber, should be very cautious in crossing the latitudes of the many Islands that are in those seas, particularly in the night time, in consequence of those longitudes being very indifferently ascertained.—In my passage from the N.W. coast of Madagascar to the Seychelles, made the Island, called by Mr. W. HEATHER, Alphonsina, and lying, by his chart, in latitude 7° 5′ South, and longitude from Greenwich 54° 16′ East.—Its true situation is in latitude 7° 3′ 3″ South, and longitude from Greenwich, 52° 20′ East, ascertained by sights on both sides of the moon, and corresponding with our land fall (the Island of Seychelles) two days afterwards. This error of 116 miles in Easting almost induced me to suppose it a new discovery, but it agreeing so nearly with Mr. HEATHER's situation in latitude, that it certainly must be the same.—Due South from the Island of Alphonsina, lies a sand bank even with the water's edge, distant from the

Island 3 or 4 leagues, with an extensive reef of breakers running out from the sand in a N.E. and S.W. direction: this sand makes the navigation here the more dangerous, as there are no soundings within a mile of it. The Easternmost of the Amirante Islands are also very erroneously laid down, as I passed over their situation laid down by the before mentioned chart and saw no land, in a very clear day, from the mast head; I therefore should suppose that their situation are also too much Eastward. With regard to the N.W. coast of Madagascar, it has been hitherto so little known, that one should suppose a European ship had never been on it.—I surveyed a track of coast from Table Cape to Cape St. Sebastian about 300 miles, and found some of the finest Bays in the world, supplied with every article of refreshment that a fleet of ships could stand in need of; also, apparently, spars fit for masts and yards of any dimensions, inhabited by an inoffensive race of men, who are very shy of strangers until acquainted with their business. If ever the English Government should have a settlement on this Island of consequence, I should certainly recommend Bembatock bay (or Bembatooka by the natives), as one of the most commodious, healthy, and easy of access, being near the capital of the country, (the King of which is cordial to strangers,) and supplied with as fine beef as any in the world, at the moderate price of 1 to 2 Spanish dollars each bullock. The merchant will also find this a most excellent situation for trade, the country supplying many articles as well as a ready sale for East-India goods; its vicinity to the East coast of Africa, and I may also say New Holland, where a large supply of live cattle may be sent, if wanted, in a very short time; these objects, in a political point of view, ought not to be overlooked. The French purchase in this part of the country their slaves, and cattle, which are drove across the Island of Fort Dauphin, by the Seckclaves, or natives in the Fort Dauphin district, who bring dollars for that purpose, the French putting implicit confidence in those men, who seldom betray their trust. At Bembatock, beef may be salted equally as well as at Fort Dauphin, where the French salt their provisions for their Europe ships as well as their colonial consumption. There is no pork to be had here, except the wild hog, which is in great plenty; rice may be had in any quantity, at two gamels the dollar, the gamel weighing 38lb. English. It is necessary to speak in time to the natives, as the grain here is generally purchased in paddy and beat out as they consume it. The general chart of the N.W. coast of Madagascar, as well as the particular ones of all the Bays on this coast, I have sent home to Mr. Dalrymple; also a chart of Mozambique harbour, and one of Inhamba bay and river on the coast of Africa, which are much wanted, there being nothing of this sort before the public.

DESCRIPTION OF PLATE CLI.

THE annexed portrait of the Right Honourable SAMUEL, Lord Viscount HOOD, whose biographical memoir enriched the Second Volume of the NAVAL CHRONICLE, is from an original painting of that distinguished Officer.

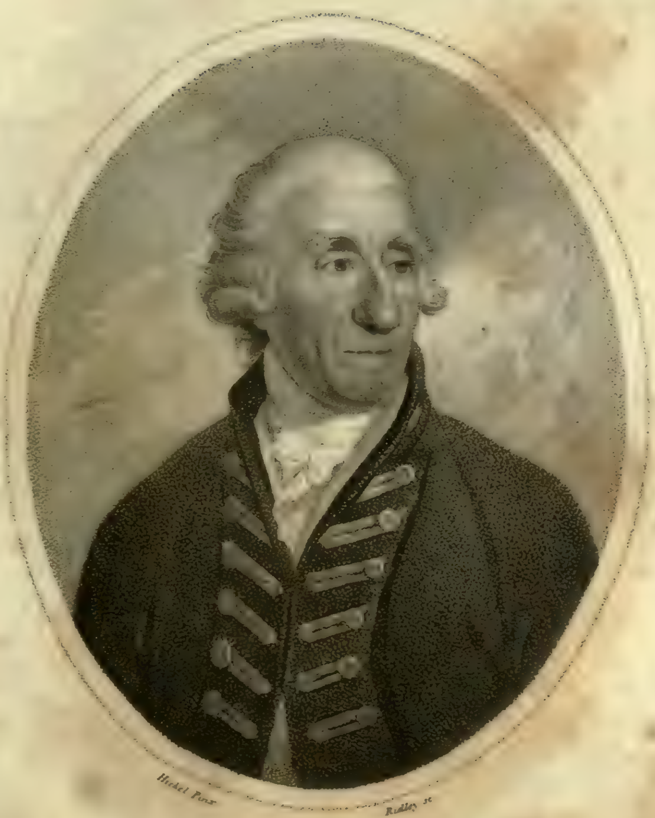
The eminent services of Admiral Lord Hood, at Toulon, are amply detailed in the memoir above alluded to; and we are happy in the opportunity of adding, that those services, so grateful to his country, and which reflect splendor on his professional character, have at length received a portion of that reward which they so eminently merit. It must afford a pleasure to all who feel an interest in the heroism of their countrymen, to learn, that the Legislature has awarded a sum, amounting to nearly 300,000l. (as will be stated at large in our Parliamentary proceedings) to Lord Hood, on behalf of himself, and the Officers, seamen, and marines, engaged in the capture of the ships at Toulon; and armed for his Majesty's service, on the 29th of August, 1793.

TO THE EDITOR OF THE NAVAL CHRONICLE.

SIR,

I KNOW not a more delightful Sailing Excursion than what the adjacent scenery of the River Medway displays at this season of the year, from Chatham to Sheerness. The towns of Chatham, Brompton, and Rochester, crown the retiring undulation of hill and vale, which the rich County of Kent presents to the spectator; nor are the banks of this river destitute of interest, as they gradually sink, from the high craggs which back *Updown Castle*, to the Flats near *Sheerness*. The village of *Gillingham*, and the adjacent hamlet, are well wooded, and extremely beautiful: this part of the *Medway* is named *Gillingham Reach*; and, after passing *Point Folly*, where a builder raised his house without having sufficiently thought about its situation, you enter *Long Reach*, and catch the distant spire of the village of *Hoo*.

As you may not, Mr. Editor, have a correct list of the Ships at present in *Chatham Dock*, or of those that lie in the *Medway* downwards to *Sheerness*, I have sent the following:



Hickel Pinx

Ridley sc

E RT HON SAML LORD VISCOUNT HOO

dmiral of the White Squadron,

Governor of Greenwich Hospital

VENTIS SECUNDIS

Pub. by I. Gold Shoe Lane, June 1. 1804.

In Dock at Chatham, to repair.

1. Greyhound frigate, 32 guns.
2. Adamant, 50 guns, went into dock July 21, 1803.
3. Polyphemus, 64 guns, came into Chatham Harbour April 27, 1802; docked March 2, 1804.
4. Agamemnon, 64 guns.

A new Ship is also just laid down.

Abreast the Dock-Yard, and onwards to UPDOWN CASTLE, *I observed,*

1. Argonaut, 64 guns.
2. Porcupine, 24 guns.
3. Expedition, 44 guns.
4. Asia, 64 guns.
5. Belliqueux, 64 guns.
6. Glory, 98 guns, Captain Martin, a three-decker, with the poop cut off: came out of dock April 12, 1804.
7. Edgar, 74 guns.
8. Le Bourdelais, 28 guns. A Privateer, purchased by Government.
9. Namur, 90 guns: alongside of which the Braakel, 50 guns, has since been moored; having been reported too much decayed to go to Yarmouth Roads, as was intended, to receive Admiral Russel's Flag.
10. Galathee, 16 guns.
11. Guelderland, 64 guns.
12. Intrepid, 64 guns.
13. Dortrecht, 64 guns, Receiving Ship.
14. Ramillies, 74 guns.
15. Alkmaar, 64 guns.
16. Atlas, 80 guns, Captain Hope, came out of dock after being reduced, March 26, 1804. One of the finest and boldest Ships in the Service. The Cabin is fitted up with particular elegance and neatness. Half the crew of the Braakel was sent into this Ship, and the other half into the Glory.
17. La Bonne Citoyenne, 18 guns.
18. Cynthia Sloop, 18 guns, sliding keel.
19. Hebe, 38 guns.

Onwards, to Gillingham Reach.

1. Rochester, 74 guns, late Hero.
2. Buckingham, Prison Ship, 64 guns.
3. Bristol, 50 guns.

4. Druid, 32 guns.

5. Sandwich, 98 guns, Prison Ship, high square Stern. Built in 1759.

6. Powerful, 74 guns, Billet Head.

7. Lion, 64 guns: Sailed with Lord Macartney to China.

8 Overyssel, 64 guns. Spanish Ship. Bought by the Dutch, and taken from them in 1795.

In Long Reach, River Medway.

1. Vryheid, 74 guns, de Winter's Flag-Ship. Lying as a Powder Magazine.

2. Wassenaer, 64 guns, Powder Magazine.

3. Delft, 64 guns: originally l'Hercule, Powder Magazine.

Most. if not all of the above Ships, which are in Ordinary, have some guns put in them in case of invasion.

I wish the above memoranda may induce some of your Correspondents to send you a similar List of what Ships are in the Thames, from Deptford, downwards.

S. T.

MARINE DESIGNS, NAVAL PORTRAITS, &c.

IN THE

EXHIBITION AT THE ROYAL ACADEMY.

MDCCCIV.

THE THIRTY-SIXTH.

Pictores, et ii, qui signa fabricantur, suum quisque opus a vulgo considerari vult; ut, si quid reprehensum sit a pluribus, id corrigatur.

CIC. DE OFF. LIB. I. C. 41.

The Numbers refer to their Place in the Exhibition. R.A. *Royal Academician.* A. *Associate.* H. *Honorary.*

7 CAPE Comorin, the southernmost point of the peninsula of India — — *T. Daniell*, R.A.

14 Southampton river, from Spring-place, Hants *L. Francia.*

18 East India ships reefing topsails: squall and rain, off Table-Land — — *T. Whitcombe.*

24 View of the Table Mountains and Cape Town; boats
coming in from a shipwreck — *A. Callander.*

49 The drowned sailor — — — *S. Drummond.*

56 Portrait of Captain Henniker — — *B. Burnell.*

83 A disabled ship on a lee-shore — — *N. Pococke.*

84 Portrait of a lady, as Miranda — — *A. W. Devis.*

> " ———— O, the cry did knock
> Against my very heart! Poor souls, they perish'd!
> Had I been any god of power, I would
> Have sunk the sea within the earth, or e'er
> It should the good ship so have swallow'd, and
> The freighting souls within her."

108 French gun-boats, of the second class, captured by his
Majesty's ships Hydra and Tribune — *R. Livesay.*

111 Portrait of a child picking shells by the sea-side
Sir W. Beechey, R. A.

129 The Braman's Ghaut, at Muttura, on the river Jumna,
East Indies — — — *T. Daniell*, R. A.

151 A shipwrecked mariner — *H. Thomson*, Acad. elect.

> "Sad on the jutting eminence he sits,
> And views the main that ever toils below:
> Still fondly forming in the farthest verge,
> Where the round ether mixes with the wave,
> Ships dim discover'd dropping from the clouds;
> At evening to the setting sun he turns
> A mournful eye, and down his dying heart
> Sinks helpless."

162 A storm (cabinet picture) — — *N. Pococke.*

> " Now shivering o'er the topmast wave she rides,
> While deep beneath th' enormous gulf divides."
> Falconer's Shipwreck.

163 Pattergotta, on the river Ganges; Hindoo devotees,
East Indies — — — *T. Daniell*, R. A.

170 View in the Isle of Wight — — *R. Wynne.*

183 Boats carrying out anchors and cables to Dutch men of
war, in 1665 — — *J. M. W. Turner*, R. A.

208 Portrait of a lady as Miranda.—Shakespear's Tempest
M. A. Shee, R. A.

ANTI-ROOM.

232 A calm: Evening scene, with fishing sloops at anchor
R. Freebairn.

252 Saving the remains of a wreck — — *G. Morland.*

268 Shipwrecked sailor rescued from a watery grave *S. Drummond.*

269 Perilous situation of the crew of his Majesty's packet Lady Hobart, after she had struck upon an island of ice in the Atlantic Ocean, on the morning of the 28th June, 1803 — — — *N. Pococke.*

274 A view of the opening of docks at Ringsend, near Dublin, with the knighting Sir John Macartney by Earl Camden, then Lord Lieutenant of Ireland *W. Ashford.*

281 A view of the Red House at Battersea, with pleasure boats — — — — *F. Sartorius.*

COUNCIL-ROOM.

324 View of Greenwich Hospital, from the Isle of Dogs *F. du Fresnoy.*

333 Custom House, Dover — — — *J. P. Neale.*

343 View of the southern shore of the Isle of Wight *E. Kennion.*

353 Portrait, in enamel, of the late Admiral Payne *H. Bone,* A.

367 View of Newcastle-upon-Tyne, taken from a windmill to the eastward of St. Ann's — — *W. Daniell.*

390 The ferry — — — *R. Westall,* R. A.

ANTIQUE ACADEMY.

431 View of Dover, with a cutter and lugger, her prize, beating round the Foreland — *T. Thompson.*

444 Portrait of a Naval Officer — — *M. Wyatt.*

450 A view of the Rock Point, near Liverpool *J. Emery,* H.

451 The watering-place — — — *J. J. Chalon.*

473 View of the Thames, taken from Richmond-hill, with a part of the late Sir J. Reynolds's house in the foreground — — — *R. Cooper.*

474 A scene looking across the bay of Naples towards Vesuvius, taken from the heights of Pausilipo. In the intermediate ground is Monte Pizze Falconi, and Castello de Novo — — *D. M. Serres.*

478 Shipping, with a distant view of the North Foreland *A. Callandar.*

480 The Ponsborn, East Indiaman, passing the Boca Tigris, China — — — — *S. Atkins.*

496 View from Hungerford stairs, looking down the river Thames — — — — *W. Pickett.*

577 View in York — — — *J. Varley.*

LIBRARY.

594 His Majesty's ship Clyde, Captain Cunningham, cruizing off the entrance of Brest, and making the signal that the combined enemy's fleet are in the same state as last reconnoitred, 1800 — — *J. T. Serres.*

597 Milford haven — — — *J. Clark.*

604 The landing of the British army in Egypt under the command of General Abercromby, Admiral Lord Keith commanding the fleet — — *N. Pococke.*

605 His Majesty's ship Clyde, Captain Cunningham, blowing up the Jason frigate, that was lost off St. Maloes, to prevent her falling into the hands of the enemy, 1801 — — — *J. T. Serres.*

632 Mariners going off to a ship, with part of Shakespear's cliff, looking to Dover — — *A. Callander.*

635 La Vestale striking to his Majesty's ship Clyde, Captain Cunningham, off the Tour de Cordouan, and another national frigate making her escape while the Vestale was taken possession of, 1798 — *J. T. Serres.*

637 A fresh gale off the land — — *E. Childe.*

638 A fall on the river Clyde, called Stone-byers *Miss H. Sass.*

MINIATURES.

737 Portrait of Mr. Incledon, in the Storm — *J. T. Barber.*

" While o'er the ship wild waves are beating,
We our wives and children mourn:
Alas! from hence there's no retreating!
Alas! to them there's no return!"

MODEL ACADEMY.

813 Designs for the naval pillar — — *C. Beazley.*

818 Sketch of a design for a naval academy — *J. Robson.*

829 Design for a line of battle ship, to mount 110 guns on two decks — — — *J. Chisholme.*

841 A tomb as a beacon — — — *J. Gandy.*

844 Model of the monument to be erected in Westminster Abbey, by the East India Company, in memory of Captain Cook, of the Sybille frigate, who was killed in a desperate, but successful engagement, with la Forte French frigate, in the bay of Bengal *J. Bacon.*

848 A bust of Admiral Gell — — *P. Turnerelli.*

875 Design for the Naval Pillar, supposed to be erected upon One-tree hill in Greenwich park — *R. Elsam.*

908 Design for a monument intended to be erected in the Guildhall of this city, to perpetuate the four signal naval engagements — — — *C. Horwell.*

912 A geometrical elevation of a design for a light-house, to be erected on the island Pharos, to replace the celebrated building of Ptolemy Philadelphus; an idea for a Grecian arcade, to extend from the island on the causeway to the peninsula, with two colleges for naval instruction; and a rastrated column in honour of, and to commemorate the splendid victory of Lord Viscount Nelson over the French fleet; forming part of a series of designs for improving the old and new harbours, and of rebuilding the ancient city of Alexandria in Egypt — — *G. Smith.*

932 A boat-house, designed for Sir J. Legard, Bart. on the lake Windmere — — — *J. Gandy.*

936 Design for a naval pillar — — — *H. Hopper.*

937 Bust of Lord Nelson, in Cimra marble *Hon. A. S. Damer,* H.

962 A design for a vase, for which the second premium was adjudged to the artist, by the gentlemen forming the Committee at Lloyd's for managing the Patriotic Fund — — — — *E. Pugh.*

NAVAL HISTORY OF THE PRESENT YEAR,

1804.

(April 26 to May 10.)

RETROSPECT.

British Ships lost, taken, or destroyed, during the present Year.

1. LA CREOLE, 40 Guns, Captain A. Bissell, taken from the French in 1803 Foundered January the 2d. on her passage from Jamaica: her crew saved by the Cumberland of 74 guns.

2. YORK, 64 Guns, Captain Henry Mitford. Built in 1796. Missing from the 26th of December, 1803; and supposed to have foundered during the Month of January, in the North Sea.

3. RAVEN *brig,* 18 Guns, Captain S. Swaine, taken from the French in 1799. Lost January the 6th, on the S.W. of Scilly: crew saved.

4. FEARLESS *gun-vessel,* 12 Guns, Lieutenant Williams. Lost off Redding Point, Cawsand Bay, in February.

5. HUSSAR, 38 Guns, Captain P. Wilkinson. Struck on the *Saintes* in February, in the Bay of Biscay, and lost: crew saved.

6. CERBERE, 12 Guns Lieutenant J. Patey. Taken from the French in 1800. Missed stays, and sunk off the Berry Head, Torbay, February the 19th: since weighed up

7. WEAZLE *brig* 14 Guns, Captain W. Layman. Built in 1799. Driven on shore in a gale, near Cabritta Point, Gibraltar Bay, March the first, and went to pieces: only one man perished.

8. WOLVERENE sloop, 16 Guns, Captain H. Gordon. Built in 1796. Surrendered, March 24, while sinking, to two French privateers, one of 36, the other of 20 guns, after an action of three quarters of an hour, on her passage from Newfoundland as convoy.

9. MAGNIFICENT, 74 Guns, Captain W. H. Jervis. Built in 1766. Wrecked in the act of getting under weigh, on an unknown shoal of rocks, off the *Pierres Noires*, or Black Rocks, near Brest, March 25: crew saved. (See page 293)

10. APOLLO, 36 Guns, Captain J. W. T. Dixon. Built in 1799. Lost off the coast of Portugal, near Figueira, with her convoy, April 2. (See page 392.

11. On the 2d of April, the HINDOSTAN, of 54 Guns, Captain le Gros, was destroyed by fire in the bay of Rosas. The fire took place in her hold. All the crew, except five, were saved. She sailed from Plymouth Feb. 12.

Ships Building.

In the *Merchants'* yards, four Frigates.—At Hamilton and Breed's, *Hastings*, a Sloop and a Brig, of 18 Guns each.—At Goodridge's yard, *Bermuda*, two Sloops, of 18 Guns each.—At Mr. King's yard, *Dover*, two Sloops.—At Symond's yard, *Falmouth*, a Sloop.—At Brindley's yard, *Lynn*, a Brig.—At Dudman's yard, *Deptford*, two Brigs. At *Bermuda*, ten Schooners, of 16 Guns each. (See also our Letter relative to Ships repairing at Chatham, page 400)

Ships in Commission on the beginning of May:— 100 of the Line; 26 Fourth Rates; 125 Frigates; 256 Sloops, &c. Total, 507.

In Ordinary, 134; Building, 66.

Ship Launch.—At a quarter before three o'clock on Saturday, May the 12th, a new Yacht, built on purpose for his Majesty, was launched from the King's dock yard at Deptford. She is a very neat but small Ship. In her present trim she draws about nine feet forward and ten abaft. She is completely copper bottomed, has above that a streak of yellow and then another of blue, ornamented with medallions, representing the four Cardinal Virtues as female figures, in gilt frames. Over that there is a rich ornament of leaves entwined together, highly gilt. The figure head is a representation of her Majesty with the Imperial Crown over her head. This is encompassed by an iron railing, to prevent any injury. The stern is decorated with the figure of Neptune in his Car, with his Trident in his hand, the Sea underneath, and Dolphins playing around. Over the cabin windows and under the tafferil are placed the figures of Fame and Victory supporting the King's Arms. There are three elegant poop lantherns, and figures of the Four Quarters of the World over all. The accommodation ladder and the different gratings are painted yellow, with very rich mouldings of carved work highly gilt. Upon the whole, as the sailors term it, there is an abundance of gingerbread work. The apartments laid out for the Royal Family, as might be expected, are most sumptuous. The wood work is chiefly mahogany or cedar, with satin curtains, velvet seats, &c. The whole reflects the highest credit on the taste of Sir J. Henslow, the designer, and Mr. Tippet, the master shipwright. When she was launched, she was christened in the usual manner, and received the name of The Royal Sovereign. It is said, that Sir H. B. Neale is to have the command of her, and that she is to be sent round to Weymouth with all possible expedition, for the purpose of conveying his Majesty in the aquatic excursions which he usually makes at this season of the year. Mr. E. Bate is appointed Purser.

We are informed, that notwithstanding the impossibility of carrying the Stone Expedition into effect, the business would still have been persisted in had it not been for a discovery which was made by accident, viz. that the masonry in the different stone ships was so badly put together, that it required nothing more than the most common set of labourers, with the ordinary tools, to take it all asunder, as quick as the stones could be moved from the hatchways. A survey of this masonry was taken in the Downs, and we have little doubt but that in consequence of it the business was given up. How much, then, must Ministers have been taken in by the projectors of this ridiculous business? We are told, and we have no doubt but from the most indisputable authority, that when the Stone Ships first came to Dungeness, the people who had the conducting of the expedition, represented the masonry as a mass of such solidity, and put together by means of iron work, as to render it next to an impossibility either to take it asunder, or to blast it with gun-powder. How wonderfully contrary to the truth has this representation since turned out; and what steps ought not to be taken against a set of people who have, in this deliberate manner, *bamboozled* the Country out of such a sum of money, and placed the persons who countenanced them in such a ridiculous situation.

A letter from Lisbon by the Britannia, Brown, arrived in the Downs from the Tagus, states that Bayonne has recently been nearly destroyed by fire. The flames were not discovered till six o'clock in the morning. when they burst forth with irresistible violence; the large stores, filled with brandy, tar, &c. presented one sheet of fire, ascending into the air upwards of 200 feet above the building. The brandy, tar, oil, &c. formed a stream, and running in flames into the Adour, presented the singular and terrible spectacle of a river on fire.—The fire continued burning violently for two days, during which many lives, and property to the value of two millions of francs, were lost.

At Havre de Grace our little squadron has lately been particularly bold. They are constantly in the practice of sending boats on shore, and supplying the fleet with vegetables from the gardens of the inhabitants. Some days ago our people went on shore there, and extinguished the lights at the lighthouse, it having been kept dim for some time, leaving a threat, that unless they kept a better light for the future, they would batter the lighthouse down: since that they have kept up an excellent light. They are so much in fear of our tars, that they have never once fired on our boats from the fort at Havre.

The Lords of the Admiralty have directed that twenty shillings shall be given to the respective gangs, throughout the United Kingdom, employed on the impress service, for every seaman they may procure, which is as a further encouragement to them to use every exertion in that duty.

By the entries at Lloyd's it appears, that from the first of January to the 20th of April, 1794, there were taken and carried to France 27 of our coasters, and two other captured vessels were retaken; making the total number only 29. From the 1st of January to the 20th of April in the present year, 1804, we find the number carried to France amounts to 44, besides 18 which were retaken; making a total of 62; and a difference between the corresponding periods of the two wars of no less than 33 vessels.

The dreadful disaster which befel the West India convoy on the coast of Portugal, can only be ascribed to the setting of a current to the Eastward, which carried the convoy into the longitude of Oporto, when by their reckoning (taking that of 9 in 10 of the ships composing it), they were more than 100 miles to the Westward thereof; trusting to which reckoning, a course was steered by the *Apollo* (the Commodore), and the majority of the convoy, calculated to clear Cape St. Vincent; but between one and three, on the morning of the 2d ult. the *Apollo*, and five or six and twenty of the convoy, went on shore near Cape Mendego. At 11 o'clock, the *Clarendon*, of Bristol, reported to the *Carysfort* her having seen 26 sail on shore, mostly dismasted, among which she feared was the Commodore, the last certain sight of whom she had was about three in the morning, then burning false fires, blue lights, and firing guns in the direction the ships at daylight were seen on shore.

Great exertions are now making at Antwerp in building boats of a new construction for cavalry, according to a model which has been particularly approved by the First Consul: they, together with all the vessels to be engaged in the enterprize against this country, and remaining in the dock-yards in Belgium, are to be ready by the middle of May. A frigate, of 44 guns, has lately been launched at Antwerp, and is immediately to proceed to Flushing.

Gazette Letters.

ADMIRALTY OFFICE, MARCH 31.

Copy of a Letter from Admiral Lord Gardner, Commander in Chief of his Majesty's Ships and Vessels on the Coast of Ireland, to W. Marsden, Esq. dated at Cork, the 24th inst.

SIR,

ENCLOSED I have the pleasure of transmitting to you, for the information of the Lords Commissioners of the Admiralty, a letter I have this morning received from Capt. Maitland, of his Majesty's Ship Loire, dated the 17th inst. giving an account of his having captured the Ship Braave, a French privateer of St. Maloes. I am, &c. GARDNER.

MY LORD, *Loire, at Sea, March* 17. 1804.

I have the honour of informing you, that last night, after a chase of 7 hours, his Majesty's ship under my command captured the Braave of St. Maloes, a Ship Privateer, carrying sixteen twelves and sixes, with a complement of 110 men; she is coppered, appears to sail fast, and had been out of l'Orient three weeks, without having made any captures.

Right Hon. Lord Gardner, I have the honour to be, &c.
&c. &c. &c. F. MAITLAND.

ADMIRALTY OFFICE, APRIL 10.

Copy of a Letter from the Right Honourable Lord Keith, K.B. Admiral of the Blue, &c to William Marsden, Esq.; dated on board his Majesty's Ship Monarch, off Ramsgate, the 9th Instant.

SIR,

I herewith transmit, for their Lordships' information, a copy of a letter which I have this morning received from Rear-Admiral Thornborough, enclosing one to him from Captain Hardinge, of his Majesty's sloop the Scorpion, in which he reports the successful issue of a most gallant and spirited attack which was made by Captains Hardinge and Pelly with the boats of the Scorpion and Beaver, on the Dutch national brig Atalante, at anchor within the Vlie roads, on the 31st of last month.

Although the brilliancy of this service can receive no additional lustre from any commendation that it is in my power to bestow, I obey the dictates of both duty and inclination in recommending the distinguished services of Captains Hardinge and Pelly, and of the Officers and men employed under them on this occasion, to the consideration of their Lordships, who will not fail to observe the delicacy with which Captain Hardinge refrains in his narrative from any mention whatever of himself, nor to recollect that Captain Pelly was promoted to the rank of a Commander in consequence of his being most severely wounded in the performance of his duty before Boulogne. I am, &c. KEITH.

MY LORD, *Defence, 4th April* 1804, *Kykdom, East* 8 *Leagues.*

I have the honour to inform your Lordship, that I detached the Scorpion sloop on the 25th ult. to cruize off the Vlie paſſage, in order to watch the motions of the enemy in that quarter, having previously received information that two Dutch national brigs were at anchor in the Vlie road. I have now the satisfaction of stating to your Lordship, that I was yesterday afternoon joined by the Scorpion and Beaver sloops, bringing with them the Atalante Dutch national brig, one of the vessels above alluded to, and the Commodore of a small squadron placed there, for the protection of that passage and road, which they carried in the most gallant and spirited manner, although she was fully prepared for the contest, having boarding netting triced up, and defended in the most obstinate manner; so determined was the Captain, that he refused quarter when most generously offered him, and fell in the defence of his brig; she carries sixteen long twelve-pounders, is the largest and finest vessel of her class I ever saw, is only three years old, and, in my opinion, will make a most complete sloop of war.

I have the honour of enclosing to your Lordship a copy of Captain Hardinge's letter to me upon the subject, and must beg leave to remark, that both Captains Hardinge and Pelly were personally engaged in the enterprize, which I trust will recommend them to your Lordship's protection.

I have the honour to be, &c. EDW. THORNBOROUGH.

The Right Honourable Lord Keith, K.B.

SIR, *His Majesty's Sloop Scorpion, off the Vlie, 3d April,* 1804.

Having reconnoitred the position of the two men of war brigs in the Vlie, I resolved to attempt the outermost on the first favourable opportunity.

When accidentally falling in with his Majesty's sloop Beaver in her way to her station, on the 31st ult. Captain Pelly very handsomely volunteered the assistance of himself and his boats.

The attack was made the same night; the intrepidity of British seamen overcame every obstacle, (she being in all respects prepared with boarding-netting, &c.) and after a short contest we were in full possession of her. She proves to be the Dutch national brig Atalante, Captain Carp, mounting sixteen long twelve-pounders, and had on board seventy-six men.

She is one of the largest brigs in the Dutch navy, is a remarkable fine vessel, and in my opinion admirably calculated for his Majesty's service.

I am happy to add, it has not been attended with the loss of one man on our part, and only five wounded. I beg leave to say how much I am indebted to the zeal and gallantry of Captain Pelly, Lieutenants Bluett, White, and Shields, with Messrs. Williams and Fair, Masters, and the rest of the petty Officers and men, for their cool, steady, and determined conduct throughout the whole, as from a shift of wind we were unable to bring her out for three days. I herewith return lists of the killed and wounded. I have the honour to be, &c.

Rear-Admiral Thornborough, &c. &c &c. G. N. HARDINGE.

List of killed and wounded.

Scorpion.—Mr. Bluett, Lieut.; Mr. Williams, Master; Mr. Jones, Midshipman; J. Wilkinson (badly), and R. Tucker, seamen, wounded.

Beaver — None killed or wounded.

Atalante Capt. Carp and three seamen killed. First Lieut. three Officers, and eight seamen wounded.

ADMIRALTY-OFFICE, APRIL 10.

Copy of a Letter from Rear-Admiral Thornborough, to William Marsden, Esq. dated on board his Majesty's Ship Defence, off the Texel, the 7th Instant.

SIR,

You will be pleased to acquaint their Lordships, that I detained, and have since liberated, the Purser, Pilot, and the Captain's Servant, of the Dutch national brig Atalante, captured by the Scorpion and Beaver sloops; and that I charged the latter with the effects of his master, to be delivered to Admiral Killkert, for the benefit of his relations. I availed myself of the opportunity of writing to the Admiral, a copy of which letter I herewith inclose for their Lordships' perusal, and which I trust will meet their approbation.

I am, &c.

EDW. THORNBOROUGH.

SIR, *His Majesty's Ship Defence, off the Texel, April* 4, 1804.

The chance of war having put into our possession the Atalante, Dutch national brig, and being desirous of paying every attention to the memory of Captain Carp, her Commander, who gallantly fell at his post, in the defence of the ship entrusted to his care, I have sent his servant to you with his effects, in order that they may be delivered to his relatives.

The English not considering persons serving on board ships of war in civil capacities as liable to be made prisoners, I have liberated and sent on shore the Purser and Pilot that were taken on board the Atalante, and have charged the former with the delivery of this letter to you. I feel great concern at having been under the necessity of sending the Surgeon and wounded men belonging to the brig to England: the dictates of humanity would have induced me to send them to the Helder, could I have been assured that my flag of truce would have been respected, and the Officers permitted to return, which has ever been the custom with civilized powers at war, until the last summer, when an English Officer, going to Helvoet under a flag of truce, was detained and sent prisoner into France. Enclosed I have sent an inventory of Captain Carp's effects.

I have the honour to be, &c.

EDW. THORNBOROUGH, Rear-Admiral of
the Blue, and Commander of his Britannic
Majesty's Cruizers off the Texel.

Rear-Admiral Killkert, Commander of the Batavian
Ships in the Texel.

FOREIGN REPORTS.

EAST INDIES.

Admiral Sir E. PELLEW, *Commander, Vice Admiral* RAINIER, *May* 1.

BY letters from the Cape, we learn that Rear-Admiral Dicker, commanding two sail of the line, having been informed at the Mauritius of the resumption of hostilities, had joined Rear-Admiral Linois.

Admiral Linois was stated, on the departure of these advices, to be cruising in the Chinese seas, where he had captured three British ships, the names not ascertained.

The island of St. Helena is, we are informed, much distressed by the non-arrival of the Company's ship Britannia, with stores, of which they were in much want. The island has also been harrassed by two French privateers, which have been cruising in that latitude.

By the last accounts from Bencoolen we are informed, that the Company's Ships Warren Hastings, Ganges, Coutts, Dorsetshire, Abergavenny, Hope, and Alfred, passed the Straits of Sunda on the 19th of September last, with the crews in excellent health, on their voyage to China.

The dispatches which the Batavian Government have received from Captain Janssens at the Cape, dated January 17, state, that the Batavian squadron, under Admiral Hartsink, consisting of two 68 gun ships, one frigate of 36 guns, and one brig of 24 guns, containing together 1284 men, had arrived there safe, and in the best condition; and after taking on board one battalion from the Cape, as a reinforcement, they proceeded on their voyage to Batavia.

The following ships were at Bombay on the 7th of November:—Trident, Captain Surridge; Tremendous, Captain Osborne; Centurion, Captain Rainier; Lancaster, Captain Fothergill; and Albatross, Captain Lord George Stuart. Admiral Rainier landed at Bombay on the 10th of November. The St. Fiorenzo, Captain Bingham, arrived on the 13th of November. The Fox frigate quitted Madras in Company with the St. Fiorenzo: On their passage they touched at y Chelles, where they found the French Corvette la Fleche fitting out. The Frenchmen immediately abandoned her on the appearance of his Majesty's vessels, when Captain Bingham took possession, and burnt her.

La Fleche was the same vessel which the Victor sloop, Captain Collier, during the last war, engaged off the Isle of Mahè, and after several broadsides sunk. The French, however, weighed her up, but only to experience a more mortifying and decided fate.

On the 6th of November last the Rahemshaw a country ship, Captain Megson, arrived at Bombay from Muscat, where she had been blocked up by the Atalante French frigate, of 38 guns, one of Admiral Linois' squadron, which left Pondicherry on the 14th of July, in the expectation of receiving dispatches overland from France; and, with an intent of establishing a Resident at Muscat, who landed from the frigate immediately on her arrival. The French Agent not being permitted to hoist the French flag, returned on board, nor was the French Captain permitted an audience of the Imaum. The frigate having got her water, sailed on the 18th of October, but was daily seen at some distance off the port, with an intention of capturing the Rahemshaw, if she attempted to proceed on her voyage. Captain Megson remained until the frigate disappeared. The Captain of the Frigate had applied to take the Rahemshaw from her anchorage off Muscat, but this was positively refused. The Atalante brought presents also for the Sultan, which were immediately returned. From inquiries made of the Frenchmen in the Imaum's service, respecting the trade, it was supposed that the Atalante was to make Diu Head, and proceed along the coast to Bombay, in expectation of making many captures. The King of Johanna, his family and suite, arrived in the Rahemshaw, and landed under a royal salute.

WEST INDIES.

The failure of the expedition against Curacoa is confirmed by a variety of letters from Jamaica. The island, however, is kept in a state of blockade.—The following is an extract from one of these letters, dated the 11th of March:—Our Admiral has lately fitted out an expedition against Curacoa, which has failed, after landing 800 marines and sailors, and having possession of all the island but Fort Republicain. The men went unprovided with mortars, shells, or artillery men, who alone can reduce this fort, as it is impossible to take it by storm. All the men have been withdrawn, and are returned here; but the island is still in a state of blockade by the Blanche frigate and two Government schooners.

A letter from Liverpool, dated the 7th of May, says—The Experiment, from Demarara, arrived at this port on Wednesday: she sailed from Demarara on the 17th of March, and arrived at Barbadoes on the 20th; spoke his Majesty's ship Hippomenes, with a recaptured brig of the convoy, bound to Tortola and St. Thomas's, in tow. Sir Charles Green and Commodore Hood were there fitting out an expedition, supposed against Surinam. The Experiment sailed from thence on the 22d; and on the 25th, to the windward of Dominica, spoke the brig Drake, Captain King, who informed him, that two Tobago ships had been captured by the Grand Decide French privateer, and carried into Guadaloupe; and that another prize had got into that port, which having perceived, he sent his boat to cut her out, which they were in the act of doing, when a train of powder blew the after part of the ship up, by which accident some of the Drake's people lost their lives.

MEDITERRANEAN.

1. *Admiral Lord Viscount* Nelson.
2. *Admiral Sir* R. Bickerton.

The King of Denmark has ordered a man of war to Algiers, and several pieces of heavy ordnance, from the fortress of Cronenburgh, as a present to the Dey.

On the 16th of February, Commodore Priple, commanding the United States frigate, made an attack, in the middle of the night, with his boats, on the late American frigate the Philadelphia, lying in the harbour of Tripoli, fully manned, and ready for sea. They completely carried the frigate in a few minutes, killed about forty of the crew, and driving the rest overboard, or into their boats; after which they set her on fire, and completely destroyed her, having only one man wounded in the gallant action.

It is confirmed that the Swift cutter, of 8 guns and 22 men, with dispatches for Lord Nelson, has been captured by l'Esperance French privateer, of 8 guns and 56 men. The fact is thus stated in a letter from Barcelona:—

The Swift was steering off Palamas, on her way to the fleet, when a strange sail apeared in sight, and continued her course towards her. As she drew near, it was observed, that the strange vessel was latine rigged, and had only three or four persons upon deck: from this circumstance, and the build of the ship, it was not doubted by the Captain, or any on board, that she was a Spanish coaster; no further notice, therefore, was taken of her, until she edged close up to the Swift, and laid herself along-side of her, when upwards of fifty hands, who till that time had kept below, rushed upon deck, and boarded the cutter: the greatest part of her crew being then below, she could make no effectual resistance, and accordingly surrendered. In the meantime, however, Captain Leake, who was a promising young man, ran below, for the purpose of throwing his dispatches overboard, which being observed by the French party, they followed him, and cut him to pieces with their sabres, before he could accomplish his purpose. The first Frenchman who boarded the Swift, was killed by an English sailor, who, with others, were obliged to give way, finding no assistance at hand, and the superior number of the enemy.

Elfi Bey has arrived in Egypt, in the Argo frigate, after a paſſage of thirty-four days, and after the murder of Ali Pacha had been committed.

According to letters from Corfu of the 31st of March, four Russian ships have arrived there, and a frigate, with 1200 grenadiers, under the command of Colonel Pepadopole. According to accounts received here, Admiral Nelson is now stationed with his fleet off the Sardinian Island Magdalena.

Two English privateers have been lost near Viareggio, in the territory of the Republic of Lucca: the crews have been made prisoners of war.

After many negociations with the Turkish Ministry, the Russian frigate which escorted the Russian transports, with 900 troops, bound for *Corfu*, and which was said to have returned to the Black Sea, has at length been permitted to pass the Dardanelles and proceed to the Mediterranean.

NARROW SEAS.

Admiral Honourable WILLIAM CORNWALLIS.

Falmouth, APRIL 28. Arrived this day the Prince of Wales packet, Captain Todd, with the mail from Lisbon, after a passage of five days. She left lying in the river Tagus, the Diana and Auckland packets; also the Orpheus, of 32 guns, which was expected to sail for England on the 28th inst. with the fleet under convoy for England. The Diana packet was expected to sail from Lisbon with the mails on the 29th inst. The Prince of Wales brings no further intelligence relative to the ships for the West Indies, lately lost under convoy of the Apollo.

MAY 1. Arrived his Majesty's ship Plover, Captain Hancock, to give instructions to the veſſels bound to the West Indies and Newfoundland.—Sailed his Majesty's ship la Topaze, of 38 guns, Captain Lake, on a cruize.

2. Sailed this day the Townshend packet, Dodd, with mails of the 17th and 24th ult. and the Lady Arabella packet, Porteus, with mails of the 18th ult. for the Leeward Islands, the former for Lisbon. Also his Majesty's ship Plover, of 18 guns, with the outward-bound Newfoundland fleet under convoy.

7. Arrived his Majesty's ship Hazard, of 18 guns, from a cruise; and several vessels to wait convoy.—Sailed the Walsingham packet, Roberts, with the mail of the 1st inst. for Lisbon; and Eliza packet, Paterson, with mail of the 2d inst. for Jamaica and Barbadoes.—Wind N. Advice was yesterday received at the Admiralty, that three French gun-boats, full of troops, which had come out for the supposed purpose of manœuvring, were by some mismanagement drawn into an eddy off the Isle of Alderney, and went down with every soul on board. The number of persons who have thus perished is computed at 450, each boat being supposed to contain 150 men.

PLYMOUTH.

April 10. A fleet of 20 sail lay to, off the Edystone, for several hours, but the wind springing up brisk at E.S.E. they made sail about three *P.M.*; who they were, except the Streights' convoy, is not known, as they kept so large an offing the trawl boats could not speak with them.

12. The Prince, of 98 guns, Captain Grindall, came in this morning from the fleet off Brest, to refit and victual, she having been out 16 weeks; she left them all well a few days ago. About a fortnight since, 100 picked volunteers of the different ships off Brest, were to have gone, at the setting of the moon, in ten boats, well armed, to endeavour to cut out a French corvette, of 16 guns, and three store-ships, under cover of some batteries; but it coming on to blow hard, the expedition was given up. It is supposed the enemy were apprised of our intention to surprise, as on reconnoitring them a day or two after, the coast appeared lined with troops, prepared for a determined resistance, and the corvette full of troops.

15. Yesterday evening, per signal from the Tower of Maker, the Colossus, of 74 guns, Captain Seymour, and Majestic, of 74 guns, Captain Lord A. Beauclerk, having taken on board 20 bullocks each, and vegetables for the fleet of Brest, warped out to the sailing moorings, in the bite of Cawsand bay, and this morning sailed to join the fleet though the wind was scant at N.N.W.

16. Arrived the Hind, of 14 guns, Captain Allan, from the fleet off Brest, with dispatches; she left them all well on Thursday last, in two divisions, the outer and the in-shore squadron consisting of 16 sail of the line.

17. Arrived from the Channel fleet off Brest (where she carried Rear-Admiral Sir T. Graves, K.B. to hoist his flag in the in-shore squadron), the Aurora, of 36 guns, Captain Malbon; she left the fleet all well on Saturday last, cruizing in three divisions. The enemy were as usual, not having made the least movement. The Aurora spoke the Colossus, of 74 guns, Captain Seymour; and the Majestic, Captain Lord A. Beauclerk, on their paſſage to join the fleet.

19. Sailed to join the fleet off Brest, the Dreadnought, of 98 guns; also, the Ardent, of 64 guns, Captain Wooley, with a fleet under convoy from the Downs.—Came in the Ranger cutter, of 14 guns, from Scilly, also the Endymion, of 44 guns; and the Doris, of 36 guns, from a cruize.

25. The ship which came from the fleet into Cawsand bay last night, was the Conqueror, of 74 guns, Captain Louis; also two three-deck ships, said to be the Princess Royal, of 98 guns, Rear-Admiral Vashon, and Prince George, of 98 guns, Rear-Admiral Yorke, from St. Helen's to join the fleet, but it blows so squally cannot learn. Letters received here by the Conqueror, from an Officer belouging to the in-shore squadron off Brest, dated the 22d inst. in sight of the French fleet, state, that Rear-Admiral Sir T. Graves, K.B. on his arrival in the Aurora, of 36 guns, Captain Malbon, shifted his flag from her, and re-hoisted it at the mizen of the Venerable, of 74 guns, Captain Reynolds, and took, as before stated, the command of the in-shore squadron, which consists of the above ship, and of the following men of war:—Impetueux, of 84 guns, Captain T. B. Martin; Montague, of 74 guns, Captain Otway; Colossus, of 74 guns, Captain W. Seymour; Indefatigable, of 44 guns, Captain C. Moore; Acasta, of 36 guns, Captain Wood; l'Aigle, of 44 guns, Captain Wolfe; with three stout cutters: the whole keep close in with the last N.E. winds: the frigates and small craft have stood in within the range of shells and shot from the batteries every day. Last Friday they distinctly counted in the outer road, seventeen sail of the line, of which two are of three decks, four frigates, two ship corvettes, and two gun-brigs. The fleet altogether is so judiciously stationed, it is almost next to an impossibility for the enemy to escape. Brest, (these letters add,) was never more closely blockaded than at this moment. Accounts are just received from the Flag Staff battery of the Citadel, that a man of war's boat, in attempting to cross the fatal bridge, between St. Nicholas's Island and Pudding Point, by a squall of wind, under full sail, upset, and threw the whole crew into the sea, then runing very high. No accounts have been received whether any people are saved, or to what ship she belonged.

26. Letters from the squadron off the Black Rocks state, that the Magnificent, of 74 guns, lately wrecked on a sunken rock, is gone to pieces, and the whole coast round there is covered with the floating remains of the pieces of her hull, masts, yards, and rigging.

30. It has been so foggy these two days past, that the Sound and Cawsand bay have been quite obscured.

This morning warped out of Cawsand bay, and sailed, a line of battle ship, supposed to be the Goliath, of 74 guns, to join the fleet. The Prince, of 98 guns, is to take out the Captains to relieve those made Rear-Admirals on the station off Brest. Rear-Admiral Cochrane will succeed to the command of the squadron off Ferrol.

May 3. The Courageux has sailed with the East India convoy, which appeared off this port in the morning. Rear Admiral Louis is to have the command of the squadron in the North Seas, and it is said, will take with him his old ship the Conqueror, of 74 guns, in Cawsand bay.

7. Arrived the Windsor Castle, of 98 guns, from the fleet off Brest, to refit and victual, which she left all well on the 5th inst. Came in also, with dispatches from the fleet off Brest, to Admiral Sir J. Colpoys, Bart, Port-Admiral, which were sent off to the Admiralty. Also, the Fox schooner, Lieutenant Nicholson: great credit was due to this Officer. his ship's company, and Lieutenant Lapontierre, of the Pickle, and his ship's company, in so early preserving the crew of the Magnificent, of 74 guns, Captain Jervis, when she was wrecked on the Black Rocks, by the timely assistance they rendered in their boats, being so soon alongside her after she struck. Last night, dispatches, said to be of importance, with sealed orders, were received by the Port-Admiral from the Admiralty, express by a messenger. They were immediately put on board Mr. T. Lockyer's hired armed schooner, Colpoys, of 14 guns, which sailed directly to the Westward; destination is unknown, supposed for the Streights.

8. Sailed to join the fleet from Cawsand bay, with 40 bullocks and vegetables for the Officers and seamen, the Prince George, of 98 guns, and Princess Royal, of 98 guns; also, Dr. Baird, physician to the fleet, and inspector of the Royal Navy hospital, to survey the state of health of the different men of war off Brest.

Sailed on a cruise to the westward, the Hazard, of 18 guns, Captain Neve. Came in from the Eastward, a most beautiful new sloop of war, called the Nautilus, of 18 guns, Captain Adlam, just launched.

9. Came in the Nimrod, of 14 guns, Lieut. Jump, from a cruise. Sailed on a cruise the Ranger cutter. Came in a French schooner cartel from Morlaix: she brings nothing new.

10. Came in from a cruize off the coast of Ireland to refit, the Loire, of 48 guns, Captain Maitland; also from the fleet off Brest, with dispatches for the Admiralty, the Naiad, of 38 guns, Captain Wallis. Came in the Fly, of 18 guns, and sailed directly on a cruize.

Came in from Exmouth, the guard and block ships, for the protection of that river and coast; the Tisiphone, of 18 guns, Captain Foote, for a supply of stores. Also the Rose tender, Lieutenant Mercier; and Londonderry tender, Lieutenant Featherstone, with 350 volunteers and impressed men from Liverpool: they ran up the harbour to discharge them on board the Resolue, to be examined and new slopped.

The Swallow privateer brig of Plymouth, Captain Hosier, mounting 18 guns, lately fell in with a French privateer of 20 guns, which, after a smart action, the Swallow boarded and got possession of; when about 160 of the enemy, who were concealed in the hold of the privateer, sprang upon deck, and, after a severe contest, succeeded in regaining possession, and compelling the English to abandon her. Captain Hosier, we understand, is wounded in the head and body; and many of the crew were wounded mortally.

PORTSMOUTH.

1. *Admiral* G. MONTAGUE.
2. *Rear-Admiral* COFFIN.

April 6. Arrived the Tribune, of 44 guns, Captain Bennett, from a cruize off Cherbourg. Sailed the Minerva cutter, Lieutenant Talbot, with a convoy for Guernsey. Came into harbour this afternoon, the Diana frigate, Captain Maling.

A machine for making blocks has been established at Portsmouth. It is worked by steam, and is competent to supply the whole Navy with blocks at 30 per cent. under the former prices. The mechanic is a Frenchman, and the whole work has not cost 5000l.

8. Last night arrived his Majesty's ship Monmouth, of 64 guns, Captain Hart, from Gibraltar, which place she left the 8th of March: on her passage home she touched at Lisbon. By her we learn that the report of Lord Nelson having had an engagement with the French fleet is totally void of foundation, as they have not attempted to come out of Toulon.

10. His Majesty's ship Tribune, of 40 guns, Captain Bennett, is appointed to convoy several transports to Guernsey and Jersey, and will sail to-morrow morning. The Queen, of 98 guns, Captain Jones, this morning went out of the harbour to Spithead.—Sailed the Crescent frigate and Hawke cutter.—Arrived the Magicienne frigate, and remain. with the Stately, Admiral Russel; the Antelope, Sir S. Smith, Hero and Constant.

13. This afternoon sailed the Busy sloop of war, Captain Clinch, for the West Indies. Arrived the Meteor, Captain Master, and Prospero bombs, Captain Humphries, from the eastward. Sailed the Tribune, of 44 guns, Captain Bennett, on a cruize off Cherbourg. The Monmouth, Captain Hart, is dropped down to St. Helen's, to lie as guard ship with the Megara, Captain Duff.

14 The Royal Charlotte and True Briton East Indiamen, are arrived from the Downs, and remain with the rest of the ships at the Motherbank, for a convoy.

16 This morning sailed, his Majesty's ship Plover, of 18 guns, for Plymouth.

17. This morning arrived at St. Helen's the Speedwell cutter from a cruize.—The Spider schooner, Lieutenant Thomlinson, is appointed to convoy the vessels from hence to the Downs. His Majesty's ship Queen, of 98 guns, Captain Jones, is ordered down to St. Helen's, as a guard ship, in the room of the Monmouth, of 64 guns, Captain Hart, lately returned from the Mediterranean, and which ship is going into dock to be paid off. Arrived the Plover, sloop of war, Captain Hancock, with the men from Plymouth for the Revolutionaire, Captain Hotham. She sailed again yesterday morning. Sailed the Hydra frigate, Captain Munday, to join the squadron off Cherbourg; and the Minerva cutter, Lieutenant Talbot, on a cruize.

19 Arrived the Ranger cutter from a cruize.—Sailed the Falcon revenue cutter with a convoy for Guernsey; and the Spider brig of war, with the Boyne transport, under convoy to the eastward.

23. Last Evening, after post, arrived the Nemesis frigate. This day arrived the Bengal and Earl St. Vincent, outward-bound East India ships, from the Downs.

26. A Lieutenant of the Navy landed this morning from a brig, which arrived from the coast of Africa, with dispatches from Captain Dickson, of the Inconstant, relating to the re capture of the island of Goree, by the troops which were sent to reinforce the island, assisted by the crew of the Inconstant, without the loss of a man. The Officer went to London with the dispatches. The homeward bound East Indiamen will sail this evening for the river.

29. This morning sailed his Majesty's ship Ranger, Captain Carte, on a cruize off Havre de Grace.

May 4. This morning arrived the Merlin, of 18 guns, Captain Brenton, and Speedwell brig, Lieutenant Robertson, from a cruize. Last night sailed the Conquest, with a convoy for Guernsey and Jersey. Admiral Coffin, who is appointed one of the Port Admirals here, arrived this morning, and hoisted his flag.

6. Arrived his Majesty's ship Mercury, off the Jersey station, and the Ajax transport, for Weymouth. Wind S.W.

Of the fourteen Indiamen which are to sail from hence, the Walthamstow and the Lord St. Vincent are to touch at the island of Ceylon, on the voyage to Bombay. All the Indiamen are remarkably full of passengers, the Bengal alone has 42 in the cabin.

7. Sailed the Amelia, of 44 guns, Captain Proby, with a convoy for the West Indies; and the Eurydice, of 24 guns, Captain Nicholas, with a convoy for Halifax and Quebec. Arrived the Courageux, of 74 guns, Captain Boyles, from Plymouth. Came in the Mercury floating battery, Honourable Captain Bouvrie, from Guernsey, to refit Mr. J. Morgan, Boatswain of the Isis, has been dismissed the service as an Officer, and sentenced to serve as a seaman, by the determination of a Court Martial held on board the Gladiator, on Wednesday last, Rear-Admiral Holloway, President.

8. Sailed last night at ten o'clock, the Courageux, of 74 guns, Captain C. Boyle, with 14 sail of East Indiamen, and extra ships, under convoy for the East Indies. Went out of harbour the Earl St. Vincent cutter, Lieutenant Shepheard. She is appointed convoy to the West Indies.

9. Arrived the Arniston East Indiaman, and several other outward-bound vessels from the Downs. Sailed the Decade frigate for Guernsey; Pluto sloop of war, and Speedwell brig of war, on a cruise off Cherbourg.

10. Arrived the Lapwing frigate from convoying the outward-bound East India fleet to a certain distance.

NORTH SEA.

1. *Admiral Lord* KEITH.
2. *Admiral* P. PATTON, *Downs*.
3. *Rear-Admiral* T. M. RUSSEL, *Yarmouth*.
4. *Rear-Admiral* E. THORNBOROUGH.

Deal, *April* 8.—Sailed the Prospero and Meteor bombs, with Hannah and Mentor transports, and several other outward-bound ships. Sailed to join the squadron, the Champion frigate off Boulogne, Lark sloop of war, and Fury bomb, on a cruise off Boulogne. Arrived the Squirrel frigate from a cruise. Sailed to join the British squadron off Boulogne, the Curlew sloop of war; Zephyr brig; Locust, Jackall, and Aggressor gun-brigs.

11. Sailed to Sheerness his Majesty's ship Braakel, Captain George Clarke, with the Aggressor gun-brig. Arrived his Majesty's ship Illustrious, with Jackall and Basilisk gun-brigs, from a cruise off Boulogne.

21. Arrived the Jamaica frigate, Captain Rose; Archer gun-brig, Lieut. Price; Minx, ditto, Lieutenant Maddison; and Mariner, ditto, Lieutenant Lapsley, from off Boulogne.

25. His Majesty's ships Squirrel, Dart, Orestes, Archer, Aggressor, and Mariner, sailed this morning, on a cruise off Boulogne.

26. Wind S. W. blows hard. This day Vice-Admiral Patten shifted his flag from blue to red on the fore, on board his Majesty's ship Utrecht. The Jamaica frigate, Captain Rose, and Dart sloop of war, Captain Brownrigg, which sailed yesterday on a cruise off Boulogne, are by the strong westerly winds put back.

30. Sailed the Harpy brig, Captain Heywood, to Sheerness; also the Regulus and Dart sloops, with several other ships of war, on their cruising station off the French coast.

May 1. Sailed the Jamaica frigate, Captain Rose; the Orestes sloop of war, Captain Brown; and Fury and Tartarus bombs, on a cruise off the French coast.

3. Sailed on a cruise off Boulogne, his Majesty's ship Veteran, with the Champion and Squirrel frigates; also, his Majesty's store-ship Prevoyante, to Portsmouth.

6. Sailed on a cruise off Boulogne, his Majesty's ship Trusty, Capt. Argles. Came down from Sheerness the Scourge sloop of war, Captain Wolridge. Arrived from a cruise off Boulogne the Dart sloop of war.

7. Little wind at E.S.E. Foggy. Sailed the Dart sloop of war, Capt. Brownrigg, on a cruise off Boulogne.

9. Sailed this morning the Sulphur bomb, with the Betsey, Sally, and Martha store-ships, for the river.—Arrived from a cruise off Boulogne, his Majesty's ship Regulus, with the Squirrel frigate and King's Fisher from Sheerness.—The Speedy sloop arrived yesterday morning from off Boulogne.—Sailed on a cruise off Boulogne the Immortalité frigate and Scourge sloop to Margate Roads.

Dover, *May* 4. News arrived here last night from the signal house, that a great number of the enemy's flotilla were out, and they were seen early this morning at anchor about two miles from the French shore, since which time it has been too thick to see them. A distant cannonade has been heard at times; most part of the day it has been very squally, attended with some heavy thunder.

5. A very heavy firing has been heard at times in the direction of Boulogne part of yesterday, and at times all this day: we are without any account of the result. Several French privateers have been on our coast in the thick weather, and have made several captures.

Yarmouth, April 30. Yesterday afternoon sailed the Raisonable, of 64 guns, on a cruise off the Dutch coast, and the Alert and Hunter cutters. This day sailed the Inspector sloop on a cruise. Arrived from a cruise, the Favourite cutter, and the Swift from Elsineur, with 50,000l on board: the Swift parted with her convoy, about twelve in number, to the northward, in a gale of wind.

May 1. This morning arrived from a cruise off the Texel, the Ruby, of 64 guns, Captain Rowley; she left the fleet under Admiral Thornborough all well yesterday afternoon. Arrived the Venus lugger from a cruise. Sailed the Favourite cutter on a cruise; and the Swift cutter to Harwich, with seven tons of money.

Extract of a Letter from on board the Princess of Orange, off the TEXEL, *May* 6.

Our squadron is constantly on the alert, anchoring whenever the weather will permit in sight of the Dutch fleet. We understand that there are 20,000 French troops at the Helder, and that their cavalry and fodder is shipped; their men of war and transports are obviously ready for sea.

The Dutch have in the Mars Diepe, five line of battle ships, besides frigates, sloops, and transports; and another ship of the line is now on her passage from Amsterdam to join them, completely manned, and is to take in her guns and provisions when she gets into the Mars Diepe. Our squadron comprises six sail of the line, two frigates, with cutters and luggers. We hourly expect them out, and our seamen are literally calculating their respective shares of head and prize money.

For four days past it has been so heavy a fog, that we have not been able to discern any of the squadron; but it is now clearing up.

Jersey, May 9. A considerable degree of alarm was experienced here yesterday afternoon. The signal being made from the Prince's Tower, for a fleet of enemy's ships standing into Boully Bay, orders were instantly dispatched by the General to the tower for a confirmation of this. It was found, that in the hurry the man who hoisted the signal made the one for the enemy going into Boully Bay: so far was a mistake; but a fleet of French vessels of war was clearly distinguished. This day a heavy fog hung on the sea; at times it cleared up, and then again wrapt every thing in mist. Eight sail, however, of large French gun-brigs could very plainly be seen off Grouville Bay, sailing apparently in the direction of Boulogne; there were a number of vessels discernible also, closed in with the French shore, to the northward of Cutances. Probably this is the fleet that the Mercury frigate, Honourable Captain Bouverie, endeavoured to destroy, but could not succeed. It is unlucky that the Mercury was, in consequence of the attack, in which she lost one or two seamen and the purser, obliged to go to England for some repairs.

Promotions and Appointments.

WHITEHALL, MAY 15, 1804.

The King has been pleased to constitute and appoint the Right Honourable Henry Viscount Melville; Sir Philip Stephens, Bart.; James Gambier, Esq. Vice-Admiral of the Red Squadron of his Majesty's Fleet; Sir Harry Neale, Bart.; Sir John Colpoys, Knight of the Most Honourable Order of the Bath, and Admiral of the Blue Squadron of his Majesty's Fleet; Philip Patton, Esq. Vice Admiral of the Red squadron of his Majesty's Fleet; and William Dickinson, junr. Esq. to be his Majesty's Commissioners for executing the Office of High Admiral of the United Kingdom of Great Britain and Ireland, and the Dominions, Islands, and Territories thereunto belonging.

The King has been pleased to appoint G. Martin, Esq.; Sir R. Strachan, Bart.; and Sir W. Sydney Smith, Knt. to be Colonels of his Majesty's Marine Forces, in the room of Sir Edward Pellew, Bart. William Domett, Esq and Sir T. Trowbridge, Bart appointed Flag Officers of his Majesty's Fleet; Rear-Admirals Coffin to be 2d in command at Portsmouth; Vashon, to Leith; J. Sutton, to Plymouth; Hon. A. Cochrane, to the Channel Fleet; and T. Louis, at Dungeness, under Lord Keith. Captain G. Martin, to the Glory; M. Dixon, to the Queen; Sawyer, to the Princess Royal; Gould, to the Windsor Castle; R. C. Reynolds, to the Dreadnought; Sir T. Williams, to the Neptune; Sir F. Laforey, to the Spartiate; Duff, to the Mars; J. N. Morris, to the Colossus; I. Pellew, to the Conqueror; Brabason, to the Dorset yacht; Captain Western, to the Sea Fencibles at Dover; W. Luke, to the Fencibles at Falmouth; Lock, to the Fencibles at Berwick; Captain Towry, to the Dorset yacht; Captain Foote, to the Princess Augusta. The Honourable Captain Grey succeeds Commissioner Coffin, at Sheerness. Rear-Admiral Domett, to retain his command in the Channel Fleet. Captain Searle, of the Fencibles, is appointed to the Perseus Bomb. Captain Ricketts Jervis, to the Tonnant, 84 Guns, *vice* Admiral Sir E. Pellew. Captain George Grey to be Commissioner at Chatham, *vice* Admiral Coffin.

Rear-Admiral Sir E. Pellew is appointed to the command in the East Indies; Captain R. O'Brien, of the Fly, to the rank of Post Captain, and command of the Clarinde, at Jamaica; Captain T. G. Shortland, *pro tempore*, to the Britannia; Captain W. H. Kittoe, to the Pluto, *vice* Forbes; W. V. Johnson, Esq. to be Secretary to Admiral Coffin; Captain Pyn. *pro tempore*, to the Mars; Rear-Admiral G. Murray, to retain his command in the Mediterranean fleet; Lieutenant Carpenter, to the Milbrook schooner; Lieutenant Mitchell, to the Haughty; Lieutenant King, to the Blazer, gun-brigs: Mr. Collins, Purser of the Pheasant, to the Creole; Mr. Thompson, Master of the Endymion; Capt. W. Losack, to the Helena sloop, recently launched at Yarmouth.

Mr. T. Wilson, of the Navy Pay Office, is appointed Private Secretary to Lord Melville.

The Lords Commissioners of the Admiralty have been pleased to appoint J. A. Hardacre, Esq. of the Royal Navy, to the Sea Fencibles at Yarmouth.

Lieutenant Pickford, who so gallantly recaptured Goree, has been promoted to the rank of Commander.

Captain Humphries, of the Prospero bomb, and Captain Tower, of the Lark, to be Post Captains. The Hon. Captain F. Gardner, to the Princess Charlotte; Captain I. Wolley, to the Gelykheid; Captain W. Bligh, to the Warrior; Captain Gosselin, to the Argo; Captain Hallowell, to the Tigre; Captain J. Peyton, to the Sea Fencibles, at Poole; Captain Hardacre, to Yarmouth; Captain J. Russell, to Dundee; Captain Fielding, to Queenborough; and Captain Buckle to the same service, under Captain O'Bryen. Lieutenant Pellew, (son of Sir Edward Pellew,) to the rank of Commander, and command of the Fly; Captain Langford, to the Lark; Lieut D. Spence, to the Nemesis, *vice* Fyre.

The King has been pleased to confer the dignity of a Baronet on Rear-Admiral Coffin, for his unremitting zeal and persevering efforts for the good of his Majesty's service during the time he was Commissioner at Sheerness.

Captain Master, of the Meteor; Captain Neve, of the Hazard; and the Honourable Captain King, of the Argus; to be Post Captains. Lieutenants J. W. Maurice, of the Centaur; and Coghlan, of the Nimble cutter, to be Commanders; and the former to the command of the Diamond Rock sloop; Captain G. Martin, to the Glory; Captain James, to the Meteor; Lieutenant

T. Spence, to the Princess Royal cutter; Lieutenant Campbell, to the Desperate; Lieutenant M'Lean, to the Provo; Lieutenant Braid, to Harmonie, schooners, purchased at Barbadoes; Lieutenant Whitaker, to the de Ruyter prison ship, at Barbadoes; Captain Kempt, Agent for prisoners of war at the Leeward Islands; Mr. Bayley, of the Eurydice, to be Lieutenant of the Theseus; Captain E. Kittoe, to the Argus; Captain Janverin, of the Sea Fencibles at Brading, to the Pluto, *vice* W. H. Kittoe; Mr. Bell, to be Surgeon of the Royal Sovereign yacht; Lieutenant W. Bush, to the Sea Fencibles at Brading; Mr. Cole, late Purser of the Resistance, to the Leander; Captain C. Foote, to the Favorite; Captain Pickford, to the Discovery.

Admiral Young, to the command at Plymouth, *vice* Colpoys; Vice-Admiral Sir E. Gower, to the command at Newfoundland; Ad. Holloway, to command in the Downs, *vice* Patton; Capt. Ommanney, to the Isis, the flag-ship of Sir E. Gower, *vice* Lobb; Capt. Graham, of the Zephyr, to the rank of Post-Captain; J. Barrow, Esq to be second Secretary to the Board of Admiralty, in the room of Mr. Tucker; Lieut. Ormsby, to the Conflict gun-vessel; G. W. Full, Esq. to be Purser of the Amethyst.

BIRTHS.

April 30, at Godalmin, in Surry, the Lady of Captain S. Ballard, R. N. of a daughter.

On the 3d May, at Gosport, the Lady of Captain C. Cartier, of the Navy, of a daughter.

MARRIAGES.

At Inverness, Captain D. Milne, of the Navy, to Miss G. Purve.

At Naples, on the 30th January last, Lieut. J. Ireland, of his Majesty's ship Gibraltar, to Miss Mallack, only daughter of the late Captain Mallack, in the Hon. East-India Company's service.

May 3, at St. George's, Hanover-square, David Chambers, Esq. Lieutenant in his Majesty's Navy, to Miss Emma Catherine Weyland, fourth daughter of John Weyland, Esq. of Grosvenor-street.

At St. George's, London, Captain Charles Feilding, of the Royal Navy, nephew to the Earl of Winchelsea, to the Lady Elizabeth Theresa Talbot, relict of the late William Davenport Talbot, Esq. of Lacock-Abbey, in the County of Wilts, and daughter of the late Henry Earl of Ilchester.

OBITUARY.

At Oxford, Captain V. C. Berkely, of the Navy, aged 59.

On the 2d May, the wife of Captain Saradine, of the Navy, at Alverstoke.

Died on Thursday May 24, at Plymouth, aged 26 years, Captain Coryndon Boger, of the Royal Navy, and Commander of the Fowey Sea Fencibles; his death was occasioned by a consumption, the effect of wounds received four years since in the late war, when in the Gypsey schooner, of ten 4 pounders, and 36 men, which he commanded in the West Indies; he gallantly brought to action, and, after a severe conflict, obliged to strike, a French corvette, of ten 9 and 12-pounders, and 130 men, including troops from Gaudaloupe, which she carried into Antigua: in this unequal contest, he received a dreadful wound in his side, which for some time baffled the skill of the surgeons; though naturally of a delicate constitution, he at length recovered, and returned to this his native town, to the house of his father, Rear-Admiral Boger. Care, attention, and exercise, seemed to promise a longer life to this excellent young man, valuable for his virtues and amiable disposition; his memory will long be cherished in the minds of his afflicted widow, family, friends, and acquaintance. At the breaking out of the present war, he was appointed one of the Captains of Sea Fencibles at Fowey; and it is feared, from his active exertions on that service, his health became again impaired, as he was obliged, for Medical advice, to return to Plymouth on leave; but had not been at home many days, before death snatched him from those who best knew his worth.

THE
Marine List
OF
SHIPS LOST, DESTROYED, CAPTURED, AND RECAPTURED, &c.
FROM FEBRUARY 21 TO APRIL 17, 1804.

MADEIRA, 19th December.——Three days ago we received accounts from the Canaries, that four French privateers, viz. Egyptienne, of 36 guns; Uncle Toby, of 20; Venus of 16; and one of 10; were lying there with ſix prizes; one of them, the Mancheſter, Page, of Liverpool, captured by the Egyptienne off this Iſland.

The Sir William Douglas, ——, from Savannah to London, is captured; the Captain arrived at Bourdeaux.

The Ovenum, Claaſſen, from Lisbon to Dieppe, is detained by the Melpomene frigate, and arrived at Portſmouth.

The Ann, Bannatyne, and the Betty, M'Lachlin, from Limerick to Liverpool, are loſt near Galway.

The Ceres, Houlton, from Shields, is on ſhore near Bridlington.

The N. S. de Liverementa, Burgeſs, from Lisbon to Dieppe, and the Siſters, Pike, of London, from Newfoundland, are on ſhore at Penzance.

The Dolphin, of London, Johnſon, from Memel, and the William, of Paoſcow, Adams, got on ſhore 30th November on Anholt, the former expected to be got off

The Creole frigate, from Jamaica, ſprung a leak on the 22d Jan. and was deſerted at ſea. Crew ſaved in the Cumberland MW.

Captain Tuning, of the Rio Nova, arrived at Cowes, ſpoke the Theſeus MW. in the Crooked Iſland Paſſage, with a French frigate, her prize, in company. Two other frigates are captured, with about 16 veſsels, on their quitting St. Domingo.

The Fly of Yarmouth, Kerridge, with coals, is sunk off the Humber.

The Piccolus, ——, from Embden to St. Thomas's, is ſtranded near Borgum. The cargo is expected to be ſaved.

The Arthur How, from Africa, has been cut out of Grenada by a schooner privateer, which had been laying there a week undiscovered.

The Waldo, Curtis, was drove on ſhore on Saltie Iſland, 18th Jan.

The Cecilia, Carrol, from London to Bengal, was wrecked at Madeira, 9th January. Third and fourth mates drowned.

The Hydra and Tribune frigates captured, on 30th January, near Boulogne, four large gun boats, Three of them are arrived at Portſmouth.

The Hope privateer of Jerſey, has taken and ſent into that Iſland, the French ſhip Lys, of 300 tons, from Guadaloupe in Ballaſt.

The Marquis Townſend privateer of Jerſey, has taken a French brig of 100 tons, laden with wine, ſoap, and roſin, and ſent her into Torbay.

The Active, Mills, from Tobago to Glaſgow, is loſt on the Iſland of Arran.

The Sir Andrew Mitchell, Gillmore, from the Bay of Fundy to Liverpool, was wrecked on the 15th October laſt, in a heavy gale in the Bay of Fundy.

The Mercury, Fiſher, from Jamaica to London, taken and carried into Teneriffe, was ſent from thence to Madeira, as a Cartel, and driven on ſhore at that Iſland on the 9th January.

The Thetis, Charnley, of Lancaſter, ſailed from Madeira on the 12th December for the Weſt Indies. It is reported she is taken by the Egyptienne French privateer and carried into the Canaries.

Trieſte, 26th Dec.—Accounts from Corfu, received yeſterday, ſtate that two ſhips from London to Smyrna, are taken and carried in there. They are ſuppoſed to be the Fairy, Dee, and Diana, Britton.

The Ceres, of Briſtol, is on ſhore off Ryhope.

The Ducheſs of Buccleugh, Brown, of Leith, from the Black Sea to London, is captured and carried into the Morea.

The General Waine, ——, from Zant to Hull, is put into Meſſina, with damage. Cargo landed, and it is thought the veſſel will be condemned

The Hexham, Molliſon, from London to Luebec, is totally loſt near Barth (Pomerania). Only the Pilot ſaved.

The Peggy and Suſan, Swanſon, from Inverness to Leith, got water-logged and went down in the Frith on the 11th February. Crew and paſſengers loſt.

The American ſhip Neutrality, Gardner, from Amſterdam to Philadelphia, is detained by an English frigate on the coaſt of America, and ſent into Bermuda.

Paris papers, of the 5th February, ſtate the arrival of an Engliſh ſhip from India, valued at 1,560,000 livres;—and at Bourdeaux of the Sophia, from Demerara, prize to the Bellone.

French papers ſtate, that an Engliſh veſſel carrying twelve 9-pound carronades, and thirty-nine men, and ſailed from Malta 12th January, is taken in the Mediterranean by a corvette; and that the Penryn ſloop of 80 tons, is taken by le Vengeur privateer of Boulogne, and ſent into that port.

The Der Vreede, Olſen, from Amſterdam to Bilboa, is detained by his Majeſty's ship Adder, and ſent into Yarmouth.

The ſloop Perſeverance, of Exeter, has been taken by a French privateer, and retaken by the Admiral Mitchel cutter.

The Venus, Dryſalias, from Hull to Tonningen, is totally loſt to the northward of the Orkneys, and deſerted by the crew.

The Huſſar frigate is loſt on the Saint's rocks. Crew ſaved.

The Delaval, Rentan, from Newcaſtle to the Channel, is taken by a French privateer and scuttled.

The Merchant, Kibec, from Virginia to Rotterdam, is loſt on the coaſt of Holland. Only the mate ſaved.

The Flying Fiſh, from Africa to London, laſt from Plymouth, was taken 1ſt February, off Fairleigh, and carried into Calais.

The Fox, Cook, from Boſton to Amſterdam, was ſtranded near Boulogne 23d January.

The Freedom, Walker, with coals, from Bly, is wrecked on Winterton Beach.

The Vigilante, Hanſon, from Embden to Leghorn, was ſtranded 4th February on the coaſt of Holland.

The Two Siſters, M'Donald, from London to Inverneſs, is taken by a French privateer, and carried into the Texel.

The Rialto, Shepherd, from Lynn to Dublin; the Eliza, Greatrix, from Dublin to London; and the Albion, Lone, from Yarmouth to Dublin, were taken off the Land's End, the 13th February, by l'Hirondelle French privateer, and ſent for St. Maloes. The Rialto is retaken by the Nimrod ſloop, and ſent for Scilly.

The Hunter of Scarbro', from Shields to London, was loſt 23d February, on Scorby Sand. Crew ſaved.

The Ann, Pearſon, from Woodbridge to the North, in ballaſt, is on ſhore near Yarmouth.

The Induſtry,— from Shoreham to London, overſet in going into Dover, and is full of water.

The Santo Chriſto de St. Roman, Bamos, from Teneriffe, is detained by the Boſton frigate, and arrived at Bermuda.

The Chatham, Chew, from New York to Amſterdam, is detained in the Downs by the Arab ſloop.

The Ann, Cornish, from London to Malta, was captured on the 20th January laſt, between St. Pedro and Cape Trafalgar, by the Sorcier privateer, and carried into Tarifa, where her cargo was immediately landed. The Ann was deſtroyed on the 26th by the Maidſtone frigate, as ſhe was removing from Tariffa to Algeziras.

The Palmira, ——, from New Orleans to Fecamp, is is detained by the Ariadne frigate, and ſent into Portſmouth.

The ſchooner, Who's Afraid, from Trinidad to Demerara, was captured about 27th Nov. and it is ſuppoſed carried into Guadaloupe.

The Hazard, Gardner, from Portſmouth to Cadiz, was totally loſt near Cadiz, 17th January. Crew ſaved.

The Mary, Cox, ſailed from Newfoundland the 9th December laſt, under convoy of the Falcon ſloop, and has not ſince been heard of.

The Induſtry, Duffey, from Dundalk for Liverpool, was totally loſt near Weſt Hoyle, 24th Feb. and all the crew drowned.

The Aurora, of 250 tons, from the Iſles of France to Bourdeaux, was taken 26th Auguſt, by the Gen. Stewart Indiaman, and arrived at St. Helena 27th November.

The Mary, Rouf, arrived at Guernſey, has captured a French ſhip of 250 tons, from the South Seas to Dunkirk, and carried into that Iſland.

The Franciſkena, Carros, from the Brazils to Liſbon, is loſt at Barbadoes.

A veſſel, ſuppoſed to be the Lumley of Sunderland, was loſt a few days ſince on the Cockle Sand, near Yarmouth, and all the crew drowned.

The Ariadne, M'Bride, of Liverpool, is captured near Anguilla, by a French privateer of 14 guns and 150 men.

The Sisto, Shepheard, from Yarmouth to Dublin, which was taken the 13th Feb. by l'Hirondelle privateer, and retaken by the Nimrod cutter, was taken again on the 15th, by the ſame privateer, and ſent for France.

The Elizabeth, Bartlett, from Liverpool to Teignmouth, has been taken, retaken, and is arrived at Exmouth.

The Hilton, Bulley, from Liſbon to Liverpool, is on ſhore about five miles from Liverpool.

The following veſſels were detained and ſent into Gibraltar, between the 22d of December, 1803, and 26th of January, 1804, viz.—Andaluſia, Lager, from Peterſburg to Malaga; the Northath, Mino, from Hambro' to do.; the St. Joze, Pons, from Genoa to Barcelona; the N. S. de Lapis, from Buenos Ayres to Amſterdam; the Madona del Roſeria, from Genoa to Cadiz; the Solidad, Rali, from Genoa to Leghorn; the Louiſa Frederica, from Stockholm to Marſeilles; the American Hero, Mather, from Salem to ditto; and the Johannes, Vack, from Barcelona to Altona.

The Neutrality, Gardner, from Amſterdam to Philadelphia, is detained by his Majeſty's ſhip Cambrian, and arrived at Bermuda 10th Nov.

The Kent, Bunker, from the South Seas to London, is taken and carried into France.

The Junge Bartha, Stighton, from Embden to London, is loſt near Harwich. Crew ſaved. Part of the cargo expected to be ſaved.

An embargo was laid at the Cuſtom Houſe, 7th March, on all veſſels bound to any other ports than the Eaſt or Weſt Indies, Africa, America, the Mediterranean, Spain, or Portugal. Coaſters alſo excepted.

The brigs Morningſtar, Harris, and ——, Cundy, with copper ore, for Swanſea, were captured on the morning of the 5th March, near St. Ives, by a lugger privateer of 14 guns. The Brothers, Dalton, for Swanſea, was boarded by the ſame privateer, and ſuffered to proceed, after being plundered, in conſequence of another veſſel appearing in ſight. The former is retaken by the ſea fencibles, and arrived at St. Ives.

The Eliza, Greatrakes, from Dublin to London, captured 13th Feb. by l'Hirondelle, has been retaken off Ferrol, by Sir Edward Pellew's ſquadron, and ſent into Falmouth.

The William Pitt, Foſter, from Honduras to New York, was taken 15 Dec. by a French privateer, and carried into Eaſt Florida.

The Nelly, Muller, from Newfoundland to New York, is ſtranded on Long Iſland.

The Joſeph, Grant, of New England, from river Plata, is reported to be taken by a Britiſh cruiser, and ſent for St. Kitt's.

The Thomas, Eſmond, from Wexford to Liverpool, is ſtranded near the White Bank.

The Hilton, Bulley from Liſbon to Liverpool, is ſtranded near Formby.

The Maria, Schroding, from Smyrna to Hambro', not being permitted to enter the Elbe, bore away for [illegible] harbour, in entering which ſhe ſtruck on a ſunken rock and has been obliged to unload.

The William, Rowland, from New York to Honduras, is on.

The Active, Blair, from London, was loſt at the Iſland of Deſolation, in January, 1803.

The Sidney Smith, Smart, from London to Liverpool, was ſtranded on the 2d of March, near Wexford.——Crew ſaved.

The Three Siſters, Walton, of Sunderland, is on ſhore near that port.

The Diligence, ——, from Limerick to ——; and the Peggy, of Southampton, are taken by a privateer off the land's end.

The Riſing Sun, Batchelor, from Youghall to Poole, and William and Mary, Skenan, from Padſtow to Bridport, were taken on the 2d March in the Briſtol Channel by the Soucier French lugger privateer; retaken on the 5th by the Moucheron ſloop, and arrived at Guernſey 8th.

The American brig Richmond, Wade, from Jamaica, is taken by a French privateer, and carried into the Havannah.

The Nelly, of North Shields, Robinſon, took fire at Yarmouth, 8th March, and was burnt to the water's edge.

French papers ſtate, that l'Enjoleur privateer has taken and carried into Boulogne, 24th January, the brig Peace, bound to Dublin, laden with barley.

The Sally, Porſter, from Dantzig to Portſmouth, ſailed from Elſineure under convoy of the Clyde frigate, the 21ſt of November laſt, and has not ſince been heard of.

The Ibbetſon, Teale, from London and the Weſt Indies to Honduras, is captured and carried to Carthagena, in South America.

The Carolina, Gilſhom, from Nantz to Liſbon, is detained by the Impetueux MW. and ſent into Plymouth.

The Flying Fiſh, Richardſon, from Cork to Gibraltar, was loſt near Faro, 19th February. Part of the cargo ſaved.

The Swan, ——, from Glaſgow to Grenada; the Leander, ——, from Glaſgow to Barbadoes; the Triton, ——, from Nova Scotia to Barbadoes; the Two Friends, and the Sally, from America to Antigua; the Cleanthes, ——, from Dominica to Grenada; the Garland Mail Boat; and the Teazer, of Antigua, were taken, and carried into Guadaloupe, between the 10th and 26th of Dec. laſt.

The Lady Seaforth, Long, from Demerara to Barbadoes, has been taken by the Harmonie French privateer, the privateer is ſince cut out of Martinique by the boats of the Blenheim and Drake.

The Grenada packet, Otway, from St. Vincent's to Barbadoes, is taken by a French privateer, and carried into Cumana.

The ſloops, Roſeby and Enterprize, loaded with flour, brandy, &c. from Bourdeaux to Breſt, are taken by the Mary hired cutter, and brought into Plymouth.

The Fortitude, Dunbar, from London, is arrived at Grenada, after beating off two privateers to the windward of Barbadoes, in which Captain Dunbar and a paſſenger were wounded.

The Harpy ſloop has taken one gun veſſel, and two ſmall veſſels, and ſent them into Ramſgate.

The Roſalina, Brown, from Africa to Antigua, is taken, and carried into Guadaloupe.

The Revenge of Padſtow, is put into Milford, with damage, having been on the rocks in Freſh Water Bay.

L'Harmonie privateer, of 12 guns and 62 men, with another privateer, are captured, and carried into Barbadoes; the former had taken the Mercury, ——, from New York to Demerara, and ſent into Guadaloupe.

A privateer from the Cape of Good Hope is ſunk at Delago Bay by the Betſey and another whaler from London.

The Beron, Cooper, from Jamaica to London, put into Pontevedro, near Corunna, in great diſtreſs, and is condemned.

The Hamilton, Appleton, from Newfoundland to St. Vincent's, is captured in the Weſt Indies.

The George, Greiner, from Savannah, is detained by the Melpomene frigate, and arrived at Portſmouth.

The Robt. Sibbald, of London, from Chriſtianſand, is on ſhore near Redcar. Crew ſaved. Part of the cargo expected to be ſaved.

The Anna Catharina Margaretta, Backholf, from Hull to Tonningen, is on ſhore near Helegoland. Her cargo landed at Cuxhaven.

The Providentia, Moller, from Leith to Embden, having on board the cargo of the Napoleon, Kiir, is put into Norway in great diſtreſs, and muſt unload there

The Sukey, of Sunderland, and the Dorothy, Nisbitt, from Shields, are on ſhore near Whitby, and it is thought will be loſt.

The Duncombe, Bravender, from London to Hull, has been taken, and retaken, and is arrived at Deptford.

The Hampton, Hayes, from Teneriffe to Amſterdam, is detained by the Speedwell brig, and arrived at Portſmouth.

The Louiſa, from Charleſton to Clyde, is on the rock at Jura.——The ſhip expected to be loſt.

The Prudence, Arundell, bound to Philadelphia, is upſet in Dublin river.

A brig privateer, of 14 guns and 54 men, from Bourdeaux, is captured by the Tartar privateer of Guernſey, and carried in there: the privateer had been out three days, and made no capture.

The Ketch Hero, Atkins, of Greenock, has been taken off Crookhaven, by a French privateer, and burnt.

The Diana, ———, from the South Seas to London, has been taken, retaken, and carried into Guernſey

The Marina, M'Bride, of Greenock, has been taken, retaken, and carried into Barbadoes.

The Diligent, Tickle, from Limerick to London, was taken and carried into Paimpol 3d February.

The London packet, White, from London to Demerara; and the Lively, Fythe, for Greenland, run foul of each other, and have put into Sheerneſs with damage.

The James and John, ———, bound to London, is wrecked in coming out from Jerſey. Great part of the cargo ſaved.

The American ſhip Diana, Much, from the Iſles of France, was wrecked at the Cape of Good Hope in October laſt.

The Charlotte, White, from Gottenburg to Nantz, is detained by the Eurydice frigate and ſent into Portſmouth.

The George, of Boſton, loaded with cotton and rum, has been found a wreck at ſea, without any perſon on board, by ſome fiſhermen, from Runſwick, near Whitby, and towed into that place.

The Queen Charlotte, Andrews, from Smyrna to London, has been carried into Cadiz by her own crew (foreigners), where a French 74 delivered them up to the Britiſh Conſul, and reinſtated the Captain in his veſſel.

The Delve, Harwig, from Hull to Embden, is ſtranded on the Iſland of Ameland, near the Texel.

The Maria, Anſlec, and the Atalante, Hennerſman, from Marennes to Konigsburg, are detained by the Spider cutter, and arrived at Plymouth.

The Mary Ann, Lee, of Mevagiſſey, from Wales to London, with Ordnance ſtores, was captured 27th March, off Beachy Head. The crew landed at Haſtings.

The brig Young William, is retaken by the Lord Nelſon cutter, and arrived at Dover.

The Iſland of Goree was taken on the 18th January by an armed ſhip of 20 guns; four ſchooners of 14 guns, and a ſchooner of 2 guns; with 600 men on board, from Cayenne.

The Brave French privateer, of 14 guns and 110 men, is taken by the Loire frigate.

The Gibraltar boat, Rondinella, bound to Malta, has been chaſed into Alicant by a Spaniſh brig of war, and taken poſſeſſion of by the Spaniards.

The Sly, King, from Virginia to Guernſey, ſailed 12th Nov. and has not ſince been heard of.

The Liberty, ———, from Shields to London, is loſt to the Southward of Whitby, and all the crew

The Conſtantine, Murray, from Africa to River Plata, is loſt at Cape Antonio, on that river. The ſhip's company only ſaved.

The Jean, Bourch, of Newburg, for Selby, is on ſhore near Whitby.

The St. Johannes, Wilkis, from London to Tonningen, is wrecked at Shetland: four men drowned.

The fleet which ſailed from Cork for the Weſt Indies on the 4th February, under protection of the Galatea frigate, experienced a gale ſoon afterwards, which ſeparated the Fleche ſloop, and about forty ſail; a few of which had joined again, and were in company with the Galatea, and remainder of her convoy on 17th Feb. in lat. 35. 42. long. 18. 27. W.

The Magnificent MW. of 74 guns, is loſt on the Black Rocks. Crew ſaved.

The Aurora, Canney, of Sunderland, was captured off Haſtings, 30th ult. by a lugger privateer; ſince retaken by the maſter and people left on board, and arrived in the Downs.

The Ann, Stewart, from London to Halifax, was wrecked 4th January, at Port Jolly, Near Liverpool, in America. Part of the cargo landed.

The Providence, le Roux, has taken and ſent into Jerſey a French ſloop, with 28 hhds. of wine.

The Theſeus, Park, of Sunderland, has been taken, retaken, and arrived at Dover

The Ann, (of Plymouth), Hay, has been drove on ſhore near Havre, by a French privateer, and ſince burnt by the Betſey armed cutter.

The Adventure, Gibſon, from Shields to Haſtings, foundered 25th March, off Whitby.

The Ann, of London, is on ſhore on the Herd Sand, near Shields. Crew ſaved.

La Volante ſchooner, from Nantes, is taken by the Atalante ſloop, and arrived at Plymouth.

The Pallas, Janus, and Laurel, belonging to Sunderland, are on ſhore near that place. Several other veſſels are on ſhore on the Yorkſhire coaſt, and at the mouth of the Tees.

The Ann, Lawrie, from Lynn for Hull, was upſet, 25th March, on the coaſt of Lincolnſhire.

The ſloop, Four Siſters, ———, of Greenock, in ballaſt, is towed into Waterford, having been found at ſea plundered, and without any perſon on board.

The American brig Molly, Mills, from Jamaica, is loſt on the coaſt of Carolina.

The Farmer, George from Jamaica to Philadelphia, foundered at ſea. Crew ſaved.

Accounts from Newcaſtle of 31ſt March, ſtate that two French privateers were cruizing in the latitude of Fair Iſle, and had made two prizes.

The Hope, Whiteſides, from Yarmouth to Dublin, is totally loſt off Harwich. Crew ſaved.

The Charlotte, Croute, from Jamaica to Liverpool, is loſt on the Camaynes. Crew and part of the cargo ſaved.

The brig Nancy, Hills, from Jamaica to Halifax, has been taken and carried into the Spaniſh Main, where ſhe was demanded, and received back by H. M. Sloop Hunter.

The brig Amazon, Wales, from Jamaica to Halifax, was taken off Cape Antonio, 10th October.

The Expedition, ———, from Shields to London; and the Aire, Robinſon, from London to Selby, were taken off Cromer, the 27th March, by la Marie French cutter privateer; the former is retaken by the Africaine frigate, and arrived at Yarmouth; and the latter by the Favorite hired cutter, and arrived at Deptford.

The Thetis, Puſt, from Poole, is totally loſt on the coaſt of Spain. Only a paſſenger ſaved.

The Mary and Eliza, Hogan, from Dungarvon to Liverpool, is totally loſt in Keleny Bay.

The True Brothers, Croft, from Newcaſtle to Topſham, is totally loſt on the Kentiſh Knock. Crew ſaved.

The Sally, Rowe, arrived at Portſmouth from the South Seas, was captured by the [illegible] French privateer of 24 guns, in lat. 37 long. 12. E. bound from River Plata, to the Iſles of France, and given up, after being plundered.

The Grocer, ———, from London to Selby, is taken by a French privateer.

The Peggy, Miller, from Dundee to London, was loſt 29th March, near Holy Iſland. Crew ſaved.

The Freedom, Wrightſon, from Exeter to London, was taken in February, and loſt going into Boulogne.

The Lord Nelſon, of Poole, for Newfoundland, has been taken by the French, retaken by the Reſolution privateer of Guernſey, and arrived at that Iſland.

The Diſpatch, ———, from Lynn to Chicheſter, is captured and carried into Dunkirk.

The Stert, Pettigrew, from Cardiff to London, has been taken by a privateer off Dungeneſs, retaken by the Cerberus ſloop, and arrived in the Downs; Captain Pettigrew reports, that the day he was captured, the ſame privateer had made ſome prizes and ſent them for Dunkirk.

The Catherine, Jones, of Barmouth, from [illegible] Land, and ſeveral other veſſels, were taken off [illegible], coaſt of Suſſex, the 4th April at night, by a French privateer.

The Mary, Folger, from the South Seas to London, went into the Cape of Good Hope, 17th Jan. and was taken poſſeſſion of.

The Frederick, Storey, of London, with coals; the Thetis, Barnett, of London, and ſeveral other veſſels, were driven on ſhore near Hartlepool, 30th March.

The Louiſa, Cragie, from Montroſe to Hull, is totally loſt near Stockton.

The [illegible], Simpſon, from Jamaica to Honduras, is loſt on the Main Reef. Part of the cargo ſaved.

The Lady Bruce, from Jamaica to Greenock, is loſt in the Bay of Honduras. Part of the cargo ſaved.

The Molly, ———, from Limerick to Plymouth, was taken by a French privateer off the Land's End, in Feb. and carried into St. [illegible].

The Harriet and Ann, Cox, from Hull, is loſt in going from Naples to load at Gallipoly.

The Fortune, [illegible], from Schiedam to St. Michael's, is detained and ſent into Dover.

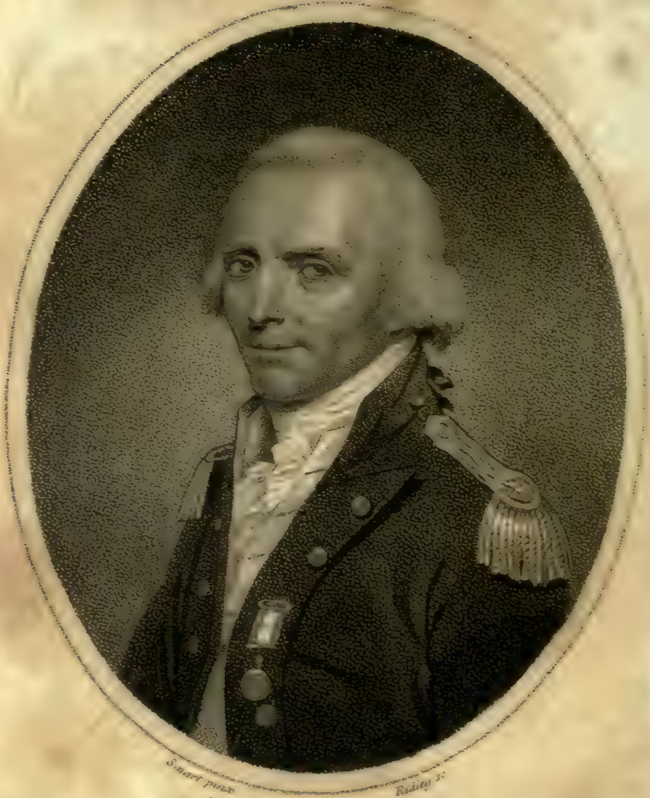
The Friendſhip, Butcher, of Yarmouth, is on ſhore near Yarmouth.

The Betſy cutter, of Guernſey, is loſt on the Iſland of Alderney.

The Columbia, [illegible], of Rhode Iſland; the Neptune, Mahon, of [illegible]; and [illegible] other American veſſels, have been taken and ſent into St. Jago, by a French privateer.

The Friendſhip, Smith, of Charleſton, is taken and carried into Cuba.

[To be continued.]



Smart pinx Ridley sc

DARIEN

JOHN KNIGHT ESQ.R

Rear Admiral of the White Squadron.

Pub. by I Gold. 103 Shoe Lane, 1 July 1804.

BIOGRAPHICAL MEMOIR OF

JOHN KNIGHT, Esq.

REAR-ADMIRAL OF THE WHITE SQUADRON.

> "The glory of ages emblazons your flag; around it the sacred shades of our noblest heroes hover. They call upon their sons to cheer the hour of danger, by their invincible emulation, like them to become the guardian angels of their country, and to acquire the blessings of their cotemporaries and of posterity. Nor will their inspiring examples be contemplated in vain. The patriotic heroes of our days have equalled, and will equal, the proud triumphs of their forefathers. They will still devote their labour to protect their native soil from all invasive profanation. They will still enjoy a celebrity, which no vicissitude can destroy."
>
> TURNER'S HISTORY OF THE ANGLO SAXONS.

THERE is something so peculiarly delightful in the task of tracing the professional services of existing merit; there is such a proud and honest glow experienced by the writer, who reflects that he is recording the illustrious actions of a countryman and a contemporary, that we think the sensations which he is then so fortunate as to possess, must be truly enviable. He almost conceives himself to be an actor in the glowing scenes which he delineates, and half fancies that the laurel which decks the brow of his hero forms also a garland for his own fame.

We may be censured, perhaps, for the enthusiastic warmth of our feelings; but they are the feelings of men—of *Englishmen*; and, while we know that we are recording the virtues and the prowess of *Englishmen*, a heart-felt exultation imparts new vigour to our frame; we accompany our hero through his various paths of danger, of conquest, and of glory; and, without robbing him, participate in the fame which his noble exertions acquire.

It is not always that, as biographers, we experience this pleasing interest; but, when we do, when the subject on which our pen is employed calls forth the general plaudits of the Briton and the patriot, our feelings are indeed exquisite, and rise superior to description.

To the professional progress of Rear-Admiral Knight, our attention is now with much satisfaction directed.

That meritorious and esteemed Officer is the immediate descendant of the late Rear-Admiral John Knight, a gentleman who, by his distinguished professional services, by his urbanity of manners, and by his unusual goodness of heart, was entitled to, and attained, the highest estimation of all who had the honour of knowing him. We have reason to believe, that the virtues of the father were not consigned, with his venerated ashes, to the tomb; but that they were transmitted, unsullied, to the son, in whom they still shine conspicuous.

Mr. Knight embarked with his esteemed father at a very early period of life, and had the honour of serving under Lord Howe in 1758, on the expeditions at Cancalle *, Cherbourg †, St. Cas ‡, &c. and was with the fleet

---

* On the morning of the 5th of June, 1758, Commodore Howe stood into the bay of Cancalle; so called from a village of that name, where the troops were intended to land. Having destroyed an hundred sail of shipping and many magazines, the fleet next reconnoitred the town of Granville, on the coast of Normandy. From thence it moved towards Cherbourg, when the troops were prevented from landing by an heavy gale blowing in to the shore. On the 1st of July the fleet returned to St. Helen's.—*Vide* NAVAL CHRONICLE, Vol. I, p. 11.

† On the 1st of August, 1758, the fleet set sail from St Helen's, and on the 6th in the evening came to an anchor in the bay of Cherbourg. A few shells were thrown into the town that night. In this expedition the town was taken, and the bason totally destroyed, together with all the forts in the neighbourhood; and about twenty pieces of brass cannon were secured on board the English Ships. A small contribution was levied upon the town. This service being happily performed, the fleet set sail for the coast of England, and anchored in the road of Weymouth, under the high land of Portland. *Vide* NAVAL CHRONICLE, Vol. I, p. 12.

‡ On the 31st of August the fleet sailed again for the coast of France; and on the 3d of September, having come to an anchor in the bay of St. Lunaire, about two leagues to the westward of St. Malo, the troops were landed without opposition. The next day the General sent a detachment of 500 grenadiers to the small town of St. Briac, just above St. Malo, where they burnt about 20 small vessels, and destroyed some batteries. Upon examining more narrowly the state of St. Malo, it was found to be so strongly fortified, and supplied with so numerous a garrison, that the force which General Bligh had brought against it was by no means considered adequate to reduce it; and, in a council of war,

under Lord Anson which escorted her present Majesty to England *.

Having passed his examination for an Officer, Mr. Knight served under Admiral Lord Colville and Commodore (now Lord) Hood, in America, where he was directed to assist in the maritime survey of that coast.

---

held on the 6th, the Commodore gave it as his opinion, that by reason of the very bad anchorage, the Ships of war could not approach near enough to the town to bombard it, without great hazard of their being lost. And for the same reason it would be necessary to move the fleet into St. Cas's bay, in order to re embark the troops. On the 27th, the army decamped from before St. Malo; but was so dilatory on its march, that the French had time to collect a considerable body of troops, who not only harrassed them on their march, but, getting possession of the village of St. Cas greatly impeded the embarkation; most probably the whole army would have been cut off, had not a brisk and well directed fire from the frigates and bomb-ketches for some time checked the progress of the enemy; but Major-General Drury having injudiciously ordered a detachment to dislodge a party of the enemy, who had taken possession of a wood, obliged the frigates to cease firing, lest they should strike our own men. The French availed themselves of the interval to pour down in great numbers on the beach, where they attacked our remaining troops, who made a most obstinate defence, until overpowered by numbers, when they dispersed and fled. Some attempted to swim off to the boats; but unluckily the sailors, contrary to their usual intrepidity on such occasions, shewed a reluctance to pull in shore, lest the fire from a French battery should destroy them. The Commodore no sooner observed the backwardness of the boats, than he ordered his barge to be rowed amidst the thickest of the fire; by this heroic example the sailors became animated, all fear vanished, and the lives of many brave men were saved. A great number, however, perished; and the carnage would have been still more dreadful, had not the Commodore ordered the frigates to stop firing upon which the enemy gave quarter. Many Officers of distinction were killed, wounded, and made prisoners: among the first were Major-General Drury and Sir John Armitage. The Captains Rowley, Maplesden, Paston, and Elphinstone, who, under Captain Duff, superintended the re-embarkation, were made prisoners. The loss sustained on this disastrous occasion amounted to 822 men, mostly the flower of the British army. A few days afterwards the Commodore returned with the fleet to England. *Vide* SCHOMBERG'S NAVAL CHRONOLOGY, Vol. I, p. 308.

* On the 7th of August, 1761, Lord Anson hoisted the union flag on board the Royal Charlotte yacht at Harwich; and being joined by a squadron of ships of war, consisting of the Nottingham, *Marshall;* the Winchester, *Hale;* the Minerva, *Hood;* the Tartan, *Knight;* the Hazard, *St. John;* and the Lynx, *Stewart*; in Yarmouth Roads; proceeded on the 9th to Cuxhaven, to escort over Princess Charlotte of Mecklenburgh Strelitz, her present Majesty. On the 24th, her Majesty embarked on board the yacht at Slade; and on the 6th of September she landed at Harwich. *Vide* SCHOMBERG'S NAVAL CHRONOLOGY, Vol. I, p. 357.

In the subsequent contest between Great Britain and America, our Officer's conduct was in high estimation. His bravery and skill were both put to the test; they both passed the ordeal; and, by the approving voice of his superiors, were pronounced genuine. In the Haerlem Sloop, Lieutenant Knight's judicious and spirited conduct in entering an enemy's port, and taking from thence several vessels, was so much approved, that Admiral Lord Howe directed his eighth of the capture to be shared by the immediate captors; in addition to which, as another striking proof of his approbation, the Admiral appointed our Officer to his flag-ship, the Eagle, giving him the charge of conducting his fleet through the most intricate channels, with the view of cutting off Mons. d'Estaign's squadron on their way to Boston.

On Earl Howe's return to Europe, which took place in 1778, Mr. Knight embarked with Admiral Barrington, on the Leeward Island station; after which he had the good fortune to be nominated Sir Samuel (now Lord) Hood's First Lieutenant. To the latter Commander, Lieutenant Knight also owed his farther promotion to the rank of Post Captain, in the year 1781. Our Officer remained with Sir Samuel on the Leeward Island station, and was present at all his brilliant achievements in the years 1781 and 1782. In such estimation were Captain Knight's abilities then holden, that, in the hour of battle with de Grasse's superior fleet at St. Kitt's, the Admiral thought it proper to remove him from the Shrewsbury, of 74 guns, to command his own flag-ship, the Barfleur *.

On the evening of the memorable 12th of April, 1782, Captain Knight received, and presented to his Admiral, the sword of Count de Grasse, and those of all the surviving Officers of the Ville de Paris, who, with the exception of

---

* Quoting the Annual Register, we have observed, in our Memoir of Admiral Lord Hood, that his Ship, "the Barfleur, had at one time seven, and generally three Ships upon her: but nothing could be more glorious than the firm and gallant resistance with which, and without ever shrinking, this Ship sustained the efforts of so great a superiority."

the Count, (he, by desire of Sir Samuel Hood, remaining in his own Ship,) lodged that night in the Captain's cabin of the Barfleur. In this well-fought action, and that of the 9th preceding, sixty-nine Ships of the Line were at one time engaged! Admiral Rodney, the Commander in Chief, declared, "that he wanted words to express his sense of the meritorious conduct of all his Captains, Officers, and men, who had a share in this glorious victory, obtained by their gallant exertions." When the news reached England, the thanks of both Houses of Parliament were unanimously voted to the Flag-Officers, Captains, Officers, Seamen, and Marines of the fleet.

For six months preceding the peace of 1783, Prince William Henry performed the duty of a most active Midshipman in the Barfleur, a portion of each day being allotted, by the Admiral's desire, for a particular part of education and study under Captain Knight—while *his* duty was attended to by the Admiral. His Royal Highness *then* nobly acknowledged the advantage resulting from the instruction received. It is impossible to reflect on such instances of attention, deference, and confidence, without feeling the highest respect for the amiable character on whom they were bestowed.

On Lord Hood rehoisting his flag (at the commencement of the late war in 1793), Captain Knight again received the flattering compliment—a compliment, however, peculiarly due to his merit—of being appointed to his Lordship's several flag-ships. He bore his full share in the fatigues of service at Toulon and Corsica*; and, on Lord Hood's sudden removal from the Victory, he carried that private Ship out to the Mediterranean, where she distinguished herself with Admiral Mann, under Lord Hotham, on the

---

* For a very full and accurate account of this arduous and important service, our readers are referred to the Memoir of Admiral Lord Hood, and to the Toulon Papers given in the *Second Volume* of the NAVAL CHRONICLE.

13th of July, 1795 On the latter occasion, Admiral Lord Hotham, in his official dispatches, says,

> If the result of the day has not been so completely satisfactory as the commencement promised, it is my duty to state, that no exertions could be more unanimous than those of the fleet under my command; and it would be injustice to the general merit of all, to select individual instances of commendation, had not superiority of sailing placed some of the ships in an advanced situation, of which they availed themselves in the most distinguished and honourable manner; and amongst the number was the Victory, having Rear-Admiral Mann on board, who had shifted his flag to that Ship upon this occasion.

In the month of December following, Captain Knight was, at Corsica, superseded by Sir John Jervis; and, on his return to Europe, by *land*, was appointed to command the Montague, of 74 guns, which was with Lord Duncan in the memorable action of the 11th of October, 1797*. The spirited and glorious conduct of every Briton engaged in the splendid achievements of that day, which, to the latest posterity, will reflect an undiminished lustre on our national courage, is remembered with exultation and gratitude. The thanks of both Houses of Parliament were voted to the Fleet; in addition to which, gold medals were struck, for the purpose of commemorating the action, and presented to the Admirals and Captains, to be worn in the same manner as those given on Earl Howe's victory.

On the 18th of January, 1798, these medals, accompanied by an appropriate complimentary letter from Earl Spencer, then First Lord of the Admiralty, were presented to Captain Knight, and the other respective Officers who were entitled to so distinguished an honour.

Subsequently to the 11th of October, Captain Knight enjoyed a separate command on the coast of Ireland; after which he was placed under the orders of Earl St. Vincent and Lord Keith, in the Mediterranean, and at the blockade of Cadiz and Brest.

---

* For a particular account of this action, *vide* the NAVAL CHRONICLE, Vol. IV, p. 1:7.

On the 1st of January, 1801, Captain Knight was promoted to the rank of Rear-Admiral of the Blue Squadron. Previously to this, however, he commanded the advanced Squadron before Brest; and, by variously insulting and annoying the enemy, his conduct was *verbally* applauded by the Commander in Chief at whose desire he explored many of the dangers near that port; and might, it is conceived, have reasonably expected, that the Naval Minister would, at least from his local knowledge, have afforded him some farther expectation of distinguishing himself. This, however, has not yet been the case; but, whenever he may again be called upon to fight his country's battles, we doubt not but that his conduct will evince that steady perseverance, and that determined bravery, which, throughout his professional services, have done him so much honour.

Our Officer was included in the late promotion of Flag Officers (on the 23d of April last), and is now a Rear-Admiral of the White Squadron.

To Rear-Admiral Knight's peculiar abilities, in addition to his professional talents, the public are much indebted for his nautical observations, in many valuable sea-charts of America, the Mediterranean, British Channel, &c. &c.

NAVAL ANECDOTES, COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTES IN GURGITE VASTO.

A FRENCHMAN'S ACCOUNT OF THE GALLANT BEHAVIOUR OF AN ENGLISHMAN, IN A MEMORABLE SEA FIGHT.

The following curious and interesting Article is extracted from a Work published many Years ago, entitled, Memoirs of a Protestant, condemned to the Gallies of France for his Religion.

IN the beginning of Summer, 1708, Queen Anne, among many other Ships which were put into commission, had one, a vessel of seventy guns, commanded by —— Smith, a concealed papist, and one who bore an implacable hatred to his country. His Ship was stationed to guard the coasts; and, as she did not compose part of any fleet, the Captain was at liberty to cruize with her as he thought proper. He accordingly sailed to Gottenburgh, where he sold her Majesty's man of war, whether to the King of Sweden, or to private merchants, I do not remember. Be that as it will, the ship was sold, and he received the price; and immediately after retired to France, to offer his services to Louis XIV, against his native country. The King received him very graciously, and promised him the first Captain's commission that should be vacant; but, in the mean time, advised him to serve as a volunteer aboard the galley of M. Langeron at Dunkirk; and that orders should be given to receive him with that respect which was his due. The advice of Kings is but a concealed manner of commanding; at least, Smith took it in that light, and obeyed. The Chevalier Langeron received him very politely, and entertained him at his own expense. In all our toilsome, but fruitless expeditions to the coasts of England, Captain Smith was one He would often advise us to a descent upon the coast, in order to burn their towns, where he might at once have an opportunity of shewing his bravery, and gratifying his unnatural hatred; but it was thought too dangerous to comply. The coasts were guarded by patrolling parties, while large bodies of trained troops were placed at convenient distances from each other; a species of animal French sailors do not care to meddle with. Smith burning with rage against England, had his head filled with nothing but schemes to offend it: among the rest, he sent proposals to the French Court, for burning Harwich, a little town situated at the mouth of the Thames, provided the six gallies were submitted to his command. The King approved his project, gave orders to Commodore Langeron to follow Captain Smith's instructions in the whole of the expedition, and to the Intendant, to furnish whatever was necessary towards carrying it on. The Chevalier Langeron felt some repugnance at being subjected to the controul of a stranger, invested with no commission; however, he obeyed with seeming satisfaction, while Smith gave the necessary directions for collecting combustibles, and a reinforcement of soldiers, with whatever else was thought necessary. Every thing being in readiness, we put to sea on the 5th of September, in a fine clear morning, with a gentle favourable wind at north-east. We arrived at the mouth of the Thames, without using our oars, at about five in the evening. But Smith being of opinion that we were too early, and that we might be discovered if we came too near the shore, ordered us to stand off to sea till night-fall, and to make our descent when it was dark. We had not lain to half an hour, when the sailor at the mast-head cried out, 'A fleet to the north, steering west, thirty-six sail, merchant built, and escorted by a frigate of about 30 cannon.'—It was, in fact, a fleet of merchant ships, which had left the Texel, and were making for the mouth of the Thames.

Our Commodore immediately called a council of war, in which it was concluded, that, without regarding Harwich, we should endeavour to make ourselves masters of this fleet; that this would be doing the King greater service than burning Harwich; that an opportunity would every day offer of doing that; but so rich a booty as this would seldom occur. These reasons, nevertheless, did not in the least influence Captain Smith: he protested against their resolutions; alledging, that his Majesty's orders should be obeyed, without being drawn away by any different enterprise, and that we should steer to the south, to prevent being seen by the fleet.

The council of war persevered in their resolution, secretly pleased at thwarting the designs of a man whom they regarded with envy, and whose success would but give them cause to repine.

The result of the deliberations of the council was, an order to the six Captains to attack this fleet. We made all possible haste, with both sails and oars; and as it approached us, while we made towards it, we soon came up.

Our Commodore had given orders to four of the gallies to invest, if possible, and master the merchant ships, which was an easy matter, as such vessels are for the most part defenceless; while our galley, which was Commodore, and that of Chevalier Mauvilliers, should attack and become masters of the frigate, which served for convoy.

In pursuance of these dispositions, four gallies took a compass to surround the merchantmen, and cut off their entrance into the Thames, while we went directly to attack the frigate. The frigate perceiving our design, and the danger which threatened the whole, or the greatest part of the fleet, took its measures accordingly. It was an English ship, the Captain of which had the character of being one of the most resolute, yet prudent Commanders in the British Navy: and, indeed, his conduct in this conjuncture did not give fame the lie. He ordered the merchantmen to crowd all the sail possible to get into the Thames; doubting not, for his own part, but he should be able, with his little frigate, to cut out work enough for six French gallies; and let what would be the result of the engagement, he was determined not to give out till he saw the Ships under his convoy in safety. Pursuant to this resolution, he spread his sails, and bore down upon us, as if he intended to be the first aggressor.

Of the two gallies ordered to attack the frigate, ours alone was in a capacity to begin the engagement, as our associate had fallen back at least a league behind us; either because she did not sail so fast as we, or else her Captain chose to let us have the honour of striking the first blow. Our Commodore, who seemed no way disturbed at the approach of the frigate, thought that our galley alone would be more than a match for the Englishman; but the sequel will shew, that he was somewhat deceived in his conjecture.

As we both mutually approached each other, we were soon within cannon-shot, and accordingly the galley discharged her broadside *. The frigate, silent as death, approached us without firing a gun, but seeming steadily resolved to reserve all her terrors for more close engagements. Our Commodore, nevertheless, mistook English resolution for cowardice: What, cried he, is the frigate weary of carrying English colours; and does she come to surrender without a blow? The boast was premature. Still we approached each other, and now were within musket-shot. The galley incessantly poured in her broadside and small arms; the frigate, all this while, preserving the most dreadful tranquillity that imagination can conceive. At last the Englishman seemed all at once struck with a panic, and began to fly for it. Nothing gives more spirits than a flying enemy; nothing was heard but boasting among our Officers; we could at one blast sink a man of war; aye, that we could; and with ease too. If Mr. English does not strike in two minutes, down he goes—down to the bottom. All this time the frigate was in silence, preparing for the tragedy that was to ensue. Her flight was but pretended, and done with a view to entice us to board her in stern; which, as being the weakest quarter, gallies generally choose to attack. Against this quarter they endeavour to drive their beak, and then generally board the enemy, after having cleared the decks with their five pieces of cannon. The Commodore, in such a favourable conjuncture as he imagined this to be, ordered the galley to board, and bid the men at the helm to bury her beak, if possible, in the frigate. All the sailors

---

* There is something very striking and terrible in the appearance of a galley at the first onset.

As soon as she comes alongside of the enemy, the galley's whole crew, in order to strike terror, set up the most dreadful shout and roar that can be conceived: perhaps not less terrible than the Indian war-whoop. Our author observes, that there certainly is something shocking and terrible in the approach of a galley. Three hundred men, quite naked, roaring all at once, and rattling their chains in the most hideous manner, cannot but impress the mind with strange emotions; they must have hearts well fortified who can sustain the encounter without trembling.

and soldiers stood ready with their sabres and battle-axes to execute his commands. The frigate, who perceived our intentions, dexterously avoided our beak, which was just ready to be dashed against her stern; so that, instead of seeing the frigate sink in the dreadful encounter, as was expected, we had the mortification to behold her fairly alongside of us; an interview which struck us with terror. Now it was that the English Captain's courage was conspicuous: as he had foreseen what would happen, he was ready with his grappling irons, and fixed us fast by his side. His artillery began to open, charged with grape-shot; all on board the galley were as much exposed as if on a raft; not a gun was fired that did not make terrible execution; we were near enough even to be scorched with the flame. The English masts were filled with sailors, who threw hand-grenades among us like hail, that scattered wounds and death wherever they fell. Our crew now no longer thought of attacking; they were even unable to make the least defence. The terror was so great, as well among the Officers as common men, that they seemed incapable of resistance. Those who were neither killed or wounded, lay flat, and counterfeited death, to find safety. The enemy perceiving our fright, to add to our misfortunes, threw in forty or fifty men, who, sword in hand, hewed down all that ventured to oppose them; sparing, however, the slaves that made no resistance. After they had cut away thus for some time, being constrained back by our still surviving numbers, they continued to pour infernal fire among us.

Chevalier Langeron, seeing himself reduced to this extremity, seeing a great part of his crew either killed or wounded, was the only man on board who had courage enough to wave the flag of distress, by which he called the other gallies of the squadron to his aid.

The galley which had lain a-stern was soon up with us, and the other four, who had almost taken possession of the merchantmen, upon seeing our signal, and perceiving our distress, quitted the intended prey to come to our assistance. Thus the whole fleet of merchant ships saved themselves in the Thames. The gallies rowed with such swiftness, that in less than half an hour the whole six had encompaſſed the frigate. Her men were now no longer able to keep the deck, and she presented a favourable opportunity of being boarded. Twenty-five grenadiers from each galley were ordered on the service. They met with no opposition in coming; but scarce were they crowded upon deck, when they once again were saluted *à l'Anglois*. The Officers of the frigate were entrenched in the forecastle, and fired upon the grenadiers incessantly. The rest of the crew also did what execution they were able through the gratings, and at last cleared the ship of the enemy. Another detachment was ordered to board, but with the same success; however, it was at last thought advisable with hatchets and other proper instruments to lay open her decks, and by that means make the crew prisoners of war. This was, though with extreme difficulty, executed; and in spite of their firing, which killed several of their assailants, the frigate's crew were at last constrained to surrender. The Officers were still in possession of the forecastle, and still kept up as brisk a fire as before. They also were to be forced in like manner, which was not effected without loss. Thus were all the ship's company made prisoners except the Captain. He took refuge in the cabin, where he fired upon us with the utmost obstinacy; swearing that he would spill the last drop of his blood before he would see the inside of a French prison. The rest of the English Officers, who had by this time been conducted aboard us, described their Captain, as a man perfectly fool hardy, as one determined to blow the frigate into the air, rather than strike, and painted his resolution in such striking colours, that even the conquerors trembled. Every person now expected to see the frigate blown up, while they themselves must share the danger of so terrible a neighbourhood. The way to the powder room led through the cabin, and that the English Captain was still possessed of; and were the frigate blown up, it must have been attended with the most fatal effects to the six gallies. In this extremity, it was concluded to summon the Captain in the most gentle terms, and to promise him the kindest treatment upon surrendering. He only answered all this by firing as fast as he could. At length the last remedy was to be put into execution, to take him dead or alive. For this purpose, a serjeant and twelve grenadiers got orders with bayonets fixed to break open his door, and kill him if he refused to surrender. The serjeant at the head of his detachment, would soon have burst open his door, but the Captain, who expected all this, with his loaded pistol shot him through the head. The grenadiers, apprehensive of the same fate, quickly betook themselves to flight; nor was it in the power of any of the Officers to prevail on them, once more to renew the engagement, though seemingly so unequal. They alledged in their vindication, that as they could advance into the room but one abreast, the Captain would kill them all one after the other. Again recourse was had to gentle methods, and intreaty was used, which at last had the desired success. All this seeming resolution, this conduct, which appeared rather the effect of insensibility than prudence, was artfully assumed only to prolong the engagement till the merchant fleet were in safety, which when the English Captain perceived from his cabin window, he then began to listen to reason; yet still, to prolong the time as much as lay in his power, he pretended another obstacle to his surrendering; he alledged it as beneath him to deliver up his sword to any but the Commodore, and desired that he would come down to receive it; adding, that brave men should only be the prisoners of each other. Accordingly a truce was agreed on, till his demand should be reported to the Commodore, who sent back word by his Second Lieutenant, that a Commander should never quit his post or his ship. At last the Captain gave up his sword without farther parley, like a real Englishman, despising ceremony, when ceremony could be no longer useful. He was now brought before our Commodore, who could not help testifying some surprize at the minute figure which had made such a mighty uproar.

He was hump-backed, pale-faced, and as much deformed in person as beautiful in mind. Our Commodore complimented him on his bravery; adding, that his present captivity was but the fortune of war, the loss of his Ship, the safety of the fleet entrusted to his care, and that he should have no reason to regret his being a prisoner; since, by the treatment he should receive, his bondage would be merely nominal. I feel no regret, replied the little Captain: my duty called me to defend my charge, though at the loss of my vessel. In what light my services may be represented to my country I know nor care not. I might perhaps have had more honour among them by saving his Majesty's Ship by flight, and I certainly should have had more profit, as I should still be continued in command: but this consolation remains, that I have served England faithfully, nor can I feel any private loss by an action which enriches the public, and serves to make my country more happy. Your kind treatment of me may not perhaps be without its reward; though I should never have the opportunity, you will find some of my countrymen who have gratitude; and that fortune, which now puts me in your power, may one day put you into theirs. The noble boldness with which he expressed himself charmed the Commodore: he returned him his sword; adding, very politely, 'Take, Sir, a weapon no man better deserves to wear; forget that you are my prisoner, but remember I expect you for my friend.' There was soon, however, some reason to repent of this indulgence, as the consequences of giving him back his sword had likely to have proved fatal. The Captain being introduced into the cabin of the galley, beheld there Smith the traitor, and instantly knew him. England had set a price on this wretch's head of a thousand pounds; so that he regarded every thing that was English with the utmost detestation. These two could not long behold each other, without feeling those emotions, which a contrast between the greatest virtue and vice occasions; and the little Captain was all on fire to take vengeance for his country on its betrayer. Perfidious man! cried he, drawing his sword, since the hand of justice cannot give you the death you merit, take it from mine; and at the same time he ran against him, resolved to plunge his sword in his breast: fortunately for both the Commodore was near enough to prevent the rashness of his conduct, by taking the assailant in his arms, and stopped the meditated blow, to the great regret of the Captain, who vowed he had been better pleased with such an action, than to have taken six gallies. Captain Smith represented it to the Commodore as highly unfit that the prisoner should be in the same galley with him, and begged him to remove him to another, which the Commodore refused, alledging, that as he was his prisoner, he must remain where he was, but that Captain Smith had his choice of any of the other five gallies for his residence. We took possession of our prize, which was called the Nightingale: the name of the brave little fellow who commanded her I have forgotten.

Of the horrible carnage and havoc made among the enemy by the brave English, upon this desperate occasion, our readers may form some idea by the following particulars, added by our unfortunate author, who thus relates his own providential escape:

With respect to myself, says he, I escaped death almost miraculously; the manner is too strongly imprinted on my poor maimed body, for any of the circumstances to escape my mind.

We have seen how the frigate avoided being boarded, by dexterously turning to lie on our side, by which we were exposed to the fire of her artillery, charged with grape shot. It happened that my seat, on which there were five Frenchmen and one Turk, lay just opposite one of the cannons, which, as I readily perceived, was charged. The two vessels lay so close, that by raising my body in the least, I could touch the cannon with my hand. A neighbourhood so terrible, filled us all with silent consternation. My companions lay flat on their seat, and in that position endeavoured to avoid, or rather waited the coming blow. I had presence of mind sufficient to observe, that this gun was pointed in such a manner, that those who lay flat would receive almost all its contents; and accordingly was determined to sit upright, since as I was chained it was impossible entirely to quit my station. In this manner then I awaited death, which, however, I had scarce any hopes of escaping. My eyes were fixed upon the Gunner, who, with his lighted match, was employed in discharging every piece, one after the other. I saw him approach nearer and nearer to the fatal one, and felt all that opposition of passions so consonant to my circumstances, dread of immediate pain, and hope of ensuing happiness. I lifted my heart to my God, in all the ecstacy of fervent devotion. Have pity, O Father! on my poor soul; and as thou hast allotted me to mourn on earth, may I be comforted with thyself in heaven! I now felt stronger assurances of divine mercy than I had ever before experienced, and looked upon death as with philosophic, nay more, with Christian fortitude. I had the constancy to observe the Gunner apply the lighted match; what followed I only knew by the consequences. The explosion had stunned me, I was blown from my seat upon the coursier, which was as far as my chain would permit. Here I remained, I cannot say how long, lying across the body of the Lieutenant of the galley, who had been killed some time before. The space, however, must have been considerable, as I afterwards gathered from different circumstances. At last recovering my senses, and finding myself lying upon a dead body, I crept back to my seat. It was night, and the darkness was such, that I could neither see the blood that was spilled, nor the carnage that was heaped around me. I imagined that their former fears still operated upon my companions; and that they still kept on their bellies, to avoid the no longer threatening danger. I felt no pain from any wound, and thought all in perfect safety. I remained in this complacency of thought for some time, and even took a malignant pleasure in the continuance of the terrors of my fellow slaves. But at last, desirous to free them from their fears, I gently kicked him that lay next me, 'Rise my boy,' said I, 'the danger is over.' I received no answer; I spoke louder, but still all was silent around me. The Turk of our seat, one remarkable for his truth and probity, who had been chained next me, was lying among the rest; he had been a janissary, and had frequently boasted of his never knowing what fear was. I was accordingly resolved to rally the fellow upon his present behaviour. 'What, *Isouf!*' cried I, 'where is your boasted intrepidity now? For shame rise, the slaughter is over.' Upon this I went to raise him by the hand, when, O horror! my blood still freezes at the remembrance; his hand came away from his body; and with its deadly coldness, chilled me with more than usual terror. I threw it back with detestation on the body of the poor wretch to whom it belonged, and quickly perceived that my companions were mashed to pieces, by that very discharge which I avoided; and that of six, I alone remained the miserable survivor. I was sitting in a pensive posture on the slaves' seat; and had not been long in this attitude, when I perceived something moist and cold run down my body, which was naked. I put my hand to the place and found it wet; but as it was dark, I was unable to distinguish what it was. I suspected it, however, to be blood flowing from some wound; and following with my hand the course of the stream, I found my shoulder, near the clavicle, was pierced quite through. I now felt another gash in my left leg, below the knee, which also went through; again another, made, I suppose, by a splinter, which ripped the integuments of my belly; it was a foot long, and four inches broad. I lost a great quantity of blood, before I could have any assistance: all near me were dead, as well those before and behind me, as those of my own seat. Of eighteen persons on the three seats, there was left surviving only me, wounded as I was in three different places, and all by the explosion of one cannon only. But if we consider the manner of charging with grape shot, our wonder at such prodigious slaughter will cease. After the cartouche of powder, a long tin-box, filled with musket balls, rammed in. When the piece is fired, the box breaks, and scatters its contents most surprizingly.

I was now forced to wait till the battle was ended, before I could expect any relief. All on board were in the utmost confusion; the dead, the dying, and the wounded, lying upon each other, composed the frightful scene. Groans from those who desired to be freed from the dead; blasphemies from the slaves who were wounded to death, arraigning Heaven for making their end not less unhappy than their lives had been. The coursier could not be passed, from the dead bodies that lay on it. The seats were filled not only with slaves, but also with sailors and Officers, who were wounded or slain. Such was the carnage, that the living hardly found room to throw the killed into the sea, or succour the wounded. Add to all this, the obscurity of the night (for we could not light a candle for fear of being seen by the four men of war already mentioned). All this considered, I say, where could misery have been found equal to mine? We continued thus embarrassed for a great part of the night; till at last, upon the surrendering of the frigate, all things were adjusted as well as time and circumstances could permit. The five other gallies gave all the assistance in their power; putting the wounded, the oars, and other tackling in the vessel, in the best order they could. Their loss was by no means equal to ours: they therefore, with all the dispatch and all the silence in their power, gave us assistance. Dispatch and silence were absolutely necessary; for we could discern several lights leaving the mouth of the Thames; and could hear several signals made by cannon, which, by the flashes, seemed to approach; by which we were confirmed, that these were men of war sent out to pursue us. The first concern of the sailors was to throw the dead overboard, and to stow the wounded in the hold. But so much did their fear of being made prisoners encrease their dispatch, that I verily believe as great a number of the living were thrown over for dead, as of those who were dead in reality: for in the confusion of the night, they flung over all who shewed no signs of life; though several, through fear, or loss of blood, were insensible, but by proper treatment, might easily have been restored. In this manner I had like to have found that death from my barbarous countrymen, which I had escaped from the enemy. When the keeper came to unchain the killed and wounded of my seat, I was fallen into a swoon, without sense or motion; lying among the dead, bathed in their blood and my own, which flowed from my wounds in great abundance. This made the keeper and his attendants conclude, that all on that seat were killed. They accordingly did but unchain the slaves, and then threw them over, without any previous examination: it was sufficient for them if the body neither spoke nor cried. In short, those marine undertakers did their work so precipitately, that they emptied the seat in an instant. My departed comrades, it is true, were not in very equivocal circumstances, as they had been too strongly impressed with the hand of death to be mistaken; and they were thrown over limb by limb. Mine was the only body that remained entire; but dead to all appearance. I was going to be unchained accordingly, in order to keep my fellow-slaves company. I had been chained by the left leg; and, as I have said already, was also wounded in the same. The keeper grasped this leg in his hand, while an assistant endeavoured to wrench open the ring by which I was fastened to the chain. Fortunately for me the keeper happened to press his fingers against my wound so strongly, that the pain revived me. I roared out in inexpressible anguish, which made the fellow let go his grasp. I now perceived their intention; and fearing lest they might still put it in execution, cried out as loud as I could, 'Pray do not throw me in, I am not yet dead!' They upon this carried me to the hold, among the rest of the wounded, and threw me upon a cable made up into a roleau: perhaps the hardest bed of repose that ever a man, in the agonizing pain I then felt, had to lie on.

The wounded were thrown indiscriminately into the hold; petty officers, sailors, soldiers, and slaves: there was no distinction of places, no bed to lie on, nor any succour to be had. With respect to myself, I continued three days in this miserable situation. The blood coming from my wounds was stopped by a little spirits of wine; but there was no bandage used, nor did the Surgeon once come to examine whether I was dead or alive. In this suffocating hole the wounded, who might otherwise have survived, died in great numbers. The heat and the smell were intolerable; so that the slightest sore seemed disposed to mortify; whilst those who had lost limbs, or received large wounds, went off by an universal putrefaction.

ACCOUNT OF MARY-ANNE TALBOT, OTHERWISE JOHN TAYLOR.

ACCORDING to an account of this eccentrick female, recently published by herself, she is the youngest of sixteen natural children, whom her mother, who died in child-birth of twins, had by the late Lord William Talbot, Baron of Hensol, Steward of his Majesty's Household, and Colonel of the Glamorganshire militia, with whom she kept a secret correspondence for several years. Of her mother's family nothing is known. She was born in London, on the 2d of February, 1778, in the house now in part occupied by Mr. Gosling, the banker, in Lincoln's Inn Fields. For the first five years of her life she remained at nurse in a village near Shrewsbury, and the succeeding nine were passed at a boarding school in Chester, under the protection of an elder and only surviving sister. Her sister dying, a gentleman residing at Newport took upon himself the authority of guardian, removed her from school, and placed her in his own family, where, however, she remained but a short time before she was introduced to an Officer in an infantry regiment, to whom her *soi-disant* guardian most infamously consigned her. This Officer brought her with him to London, where, having accomplished his designs on her person, he compelled her to assume male attire, and to accompany him in the menial capacity of foot-boy to the West Indies. In this new scene our heroine underwent the fatigue and distress attendant on a very bad passage, and experienced the most unfeeling treatment from her *protector*. Her stay, however, in the West Indies, was but of short continuance, for her master's regiment was ordered to the continent, whither she also was compelled to proceed, under the threat of being sent up the country as a slave, in the capacity of a drummer. Towards the end of the siege of Valenciennes she received two wounds; the first, from a musket ball, which, glancing between her breast and collar bone, struck her rib; the other on the small of her back from an accidental stroke of an Austrian trooper's broad-sword. From the dread of her sex being discovered, she carefully concealed her wounds, the cure of which she at length effected by the assistance of a little basilican, lint, and Dutch drops. In the attack upon the town, her tyrant was killed; and, having formed the resolution of deserting, she threw off her drummer's dress, assumed that of a sailor boy, which she had reserved, quitted the regiment, and at length reached Luxembourg, where she engaged with the Commander of a French lugger, on board of which she embarked in September 1793. Mary-Anne thought this vessel had been a trader, but soon found that her views were of a hostile nature. The Frenchman cruised about for a considerable time, but without success, till he at last fell in with the British fleet, under the command of Admiral Lord Howe, then in the Channel. Mary-Anne, though severely beaten by the French Captain, obstinately persisted in refusing to fight against her countrymen. A slight resistance was made by the lugger; but she soon yielded, and Le Sage (the Captain) and his crew were carried on board the Queen Charlotte to be examined by Lord Howe. Being questioned by his Lordship on the cause of serving on board an enemy's ship, she briefly told him, that being without friends in England, she had accompanied a gentleman to the Continent, in the capacity of foot-boy, on whose death she had, in the greatest distress, reached Luxembourg, in hopes of finding a passage to her native country; but finding that impossible, it being at that time in possession of the French, she was constrained to enter into Le Sage's vessel, having experienced, during the short stay she had made in the town, no attention to her distress, chiefly, as she imagined, from being English: that her determination, from the moment she engaged with Captain Le Sage, was to desert on the first opportunity that offered to forward her passage to England; but had she known that the intention of Le Sage was to act in an offensive manner against her countrymen, she assured his Lordship she would rather have perished than have been induced to set her foot on board his vessel, having, previous to sailing, taken him to be Commander of a merchantman, and as such engaged with him —Fortunately for Mary-Anne, his Lordship's enquiries were not too minute: she obtained a favourable dismissal, and was afterwards stationed on board the Brunswick, Captain Harvey. She had not been long on board the Brunswick, when Captain Harvey, observing her cleanliness and manner to be different from those of many lads on board, questioned her as to her friends, and whether she had not run away from some school, to try the sea. Mary-Anne related such of her adventures as were consistent with the concealment of her sex, after which Captain Harvey promoted *her* to be his principal cabin *boy*, in which capacity she continued to serve him until the enemy's fleet came in sight. In the spirited action to which the gallant Captain Harvey owed his death, just before the coming up of the Ramilies, Mary-Anne received a severe wound above the ancle of her left leg, by a grape-shot, that struck on the aftermost brace of the gun, which rebounding on the deck, lodged in her leg; notwithstanding which she attempted to rise several times, but without effect, and on the last effort part of the bone projected through the skin, in such a manner as wholly to prevent her standing, if she had been able to rise. To complete her misfortune, she received another wound by a musket ball, which went completely through her thigh, a little above the knee of the same leg. She lay in this crippled state till the engagement was over, when she was conveyed to the cockpit; but, though subjected to the most excruciating pain, the grape-shot could not be extracted, through fear of injuring the tendons, among which it lay. On the arrival of the Brunswick at Spithead, Mary-Anne was conveyed to Haslar Hospital, from which, after four months' attendance as an out-patient, she experienced a partial cure, and was discharged.

After her discharge from the hospital, she entered on board the Vesuvius bomb, Captain Tomlinson, then belonging to the squadron under the command of Sir Sidney Smith. Having sailed to the Mediterranean and back, the Vesuvius was boarded by two privateers off the French coast. Mary-Anne, as a prisoner, was conveyed to Dunkirk, and lodged in the prison of St. Clair, where she endured a long illness, and much severity of treatment. An exchange of prisoners at length took place, and Mary-Anne accidentally meeting with an American Captain, engaged with him, and sailed to America, as Ship's Steward. From this gentleman our female sailor experienced the most friendly treatment. She resided with his family at New York, during the stay of the Ship, and was subjected to much embarrassment on account of an attachment conceived for her by the Captain's niece, who actually proposed marriage, and obtained a miniature of her *beloved*, in the full uniform of an American Officer, for which she. Mary-Anne, paid eighteen dollars.

Some time after her return to England, Mary-Anne was assailed by a press-gang, wounded on the head by a cutlass, and conveyed on board the tender, where she remained for several days, and only obtained her liberty by the disclosure of her sex. After this event, she sent for her friend, the American Captain, to whom she also imparted her secret. He was anxious for her to continue her disguise, and return with him to America, but this she declined.

Mary-Anne made numerous applications to the Navy Pay-office, Somerset House, for money due to her for service on board the Brunswick and the Vesuvius; but, having been repeatedly disappointed, her language was one day somewhat indecorous, in consequence of which she was conveyed to Bow Street, where she underwent a long examination. She was at length dismissed, and several gentlemen, commiserating her sufferings, entered into a subscription, from which she obtained considerable relief. Since this period, however, she has received her money from the Navy Office, as John Taylor, (the name which her military protector compelled her to assume, and by which she was entered on the books.)—In February, 1797, the grape-shot which had been lodged in her leg worked itself out. She has been in different hospitals, and under the care of several medical men, but has not yet been able to obtain a permanent cure. She enjoys a pension from her Majesty of 20l. a year, but is at present in very indigent circumstances. She may be extolled for her intrepidity; but the reflecting mind will commiserate her misfortunes rather than admire her character.

* * *

ANECDOTE OF THE LATE ADMIRAL LORD HAWKE.

THE Cicerone of the parish church of Stoneham, in Hampshire, which contains a very excellent monument to the memory of this illustrious Officer *, relates the following anecdote:

When I was a school-boy, my father told me this story of the gallant Commander:—Captain Hawke was in such high estimation with his good old Master, George II, that nothing seemed more pleasant to his Majesty than to advance the interests of so faithful a servant. Once, when there were to be promotions in the army and navy, the King demanded to look at the lists; when, reading the names of the former as they stood, and making a pause between, each had a friend to speak of his merits, except poor Major Wolfe. "What!" said his Majesty, "is there no one to speak for Wolfe?" The Earl of Chesterfield, who it seems was no great friend to the Major, observed, that Wolfe had all the rashness of a madman. His Majesty, who had well weighed his worth, answered hastily, in his plain but honest way, "So much the better, my Lord; I will promote him for that, and I hope he will bite some of my Generals." No great compliment to those of that quality who might be present. Upon reading over the navy list, the conduct was similar, till the King came to Hawke: all were silent. "What," said his Majesty, "has Hawke done, that no one will speak for him? The silence continued.—"Well," rejoined the King, "then I will speak for him: Hawke shall be my Admiral." This coming from George II, was eulogium enough for any one; for no King ever knew better how to find out merit, or delighted more to reward it.

* * *

CLOTH BOAT.

LATELY at Paris, in the School of Natation, the first experiment was made of a cloth boat, impermeable to air and water, (the invention of Citizen *Desquinemara*, Mechanical Engineer and Member of the Society of Inventions and Discoveries,) in presence of Citizen Bralle, Hydraulic Engineer in Chief of the Department of the Seine;

---

* *Vide* NAVAL CHRONICLE, Vol. VII, page 471.

as likewise of Citizen Magin, Inspector-General of Navigation, and of several members of different learned societies. The results of these experiments were such, that the directors of the manufactory were cogently induced to submit them to the inspection of the Class of Physical and Mathematical Sciences of the Institute, with a view to decide on the useful purposes to which this novel invention may be applied. In the interim, the boat is open every day to the inspection of all comers at the manufactory, in the rue Notre Dame des Champs, at Paris, Fauxbourg St. Germain.

* * *

METHOD OF PURIFYING WATER.

M. DEYEUX lately made, at the school of medicine, a public experiment on its filtres for purifying and clarifying waters. A vessel was brought him containing water taken out of the kennel, and another filled from a tub in which carcases had been immersed upwards of three weeks. Having poured them upon his filtres, the water ran off in a few minutes perfectly clear, limpid, without taste or smell, equally bright and inviting as if it had been distilled from the rocks.

The filtre used by M. Deyeux was only a large tin funnel, containing at the bottom a few pieces of glass, intended merely to support and prevent the pipe of the funnel from being choaked by the small pieces of charcoal with which it was about two-thirds filled. The charcoal was broken into small pieces of about two lines, or five cubic millimetres; it might even be broken still smaller, provided it was not reduced to powder, which might easily be prevented by passing through a sieve. The other third part of the funnel was intended for the reception of the water.

* * *

NEW PREPARATION OF VINEGAR.

TAKE a cask made of oak, of a size proportioned to the quantity of vinegar required; this cask must have a bung about an inch and a half from the bottom, for the purpose of drawing off the liquor, but it must be set on one end to perform the operation. Rain or river water only can be used for this preparation: a quantity of each must be put into the cask equal to the quantity of vinegar required.

To thirteen quarts of water add half a pint of brandy, four ounces of tartar of wine, twelve ounces of sugar, and six of yeast. Reduce the tartar and sugar to powder, dissolve it in warm rain-water, adding the yeast, so as to form a thick solution, which, being mixed with the brandy, must be poured into the cask, and the latter must be placed in a warm situation for about six weeks.

Before the cask is bunged up, the water, and other ingredients contained in it, should be shaken together, to mix them as much as possible. Half an hour is sufficient to render the mixture complete, after which it must be left in repose for the time specified. This vinegar, when drawn off into bottles and well corked, will keep a long time, and is not inferior to any vinegar hitherto known.

CORRECT RELATION OF SHIPWRECKS.

[Continued from page 396.]

No. V.

Ha! total Night, and Horror, here preside;
My stunn'd ear tingles to the whizzing tide;
It is their funeral knell! and gliding near,
Methinks the phantoms of the Dead appear.
But lo! emerging from the watery grave,
Again they float incumbent on the wave;
Again the dismal prospect opens round,
The wreck, the shores, the dying, and the drown'd.

FALCONER.

TO THE EDITOR OF THE NAVAL CHRONICLE.

SIR,

THE subjoined article is an abridgement of a printed "*Narrative of a Shipwreck on the Island of Cape Breton, in a Voyage from Quebec,* 1780. *By* S. W. PRENTIES, *Ensign of the* 84*th Regiment of Foot.*"—The following critical opinion on the original, given in the *Monthly Review* for August, 1782, will, I trust, form a sufficient apology for my troubling you with the abridgement. That respectable publication says:—

"The resources to avoid cold, and sustain life, amidst this scene of wretchedness, (the scene described in the narrative,) almost realise the fictions of de Foe, in his *Robinson Crusoe*; and probably exceed the contrivances of Alexander Selkirk, the genuine hero of that admired story. The present narrative is very interesting. It is related with moderation and good sense. The author hath given us a striking example of unshaken fortitude; and, at the same time, hath displayed a fertility of invention, more particularly conspicuous in the most desperate situations."

Should you consider the article worthy of insertion in your valuable work, the second part shall be transmitted at an early opportunity.

Yours, &c. L.

NARRATIVE.

ON the 17th of November, 1780, I embarked on board the St. Lawrence brigantine, then lying in the bason of Quebec, and bound to New York, being charged with dispatches from General Haldimand, Commander in Chief in that province, to Sir Henry Clinton. The same day we weighed anchor, and dropped down to Patrick's hole, in the island of Orleans, in company with a schooner bound to the same port, on board of which was an Ensign Drummond, of the 44th regiment, with duplicates of General Haldimand's dispatches. In this place we were detained six days by a contrary wind.

On the 24th, we got under weigh, and proceeded down the river St. Lawrence, as far as the Brandy Pots, about forty leagues from Quebec. At this place the wind veered about to the north-east, which obliged us again to anchor. The weather was intensely cold; and the vessel, being leaky, made so much water as to render it necessary to keep one pump continually going. A change of wind soon after enabled us to proceed on our voyage, and to make the island of Anticosti, at the mouth of the river St. Lawrence; when the wind coming round again to the eastward, we were obliged to beat off and on between this island and cape Roziere for four days; our vessel at the same time increasing her leaks so, that we were under the necessity of keeping both pumps constantly at work. Being now in a higher latitude, the severity of the cold had increased in proportion, and the ice began to form so fast about the Ship as to alarm us exceedingly, lest we should be entirely surrounded by it. To the task of cutting and breaking it away, with that of keeping the pumps at work, the crew were scarcely equal, only nineteen persons being on board, of whom six were passengers, and the remainder very indifferent seamen. As for the Master, instead of attending to his duty, he remained continually in a state of intoxication in his cabin.

On the 29th, the wind came round to the N. W., and we proceeded down the gulf of St. Lawrence, with two feet water in the Ship's hold. The wind kept gradually increasing till the 1st of December, when it blew a perfect gale from the north-west quarter; and the

Ship's crew being now almost overcome with cold and fatigue, seeing no prospect of gaining upon the leak, the water having already increased to four feet in the hold, nor a possibility of making any port, came to the resolution of working no longer at the pumps. However, by the force of persuasion and promises, together with the timely distribution of a pint of wine per man, which I had fortunately brought on board, they were diverted from this desperate resolution; observing, however, that whether the vessel filled or not was a matter of no consequence. The delay thus occasioned, had increased the depth of water another foot; but the men, being encouraged by the wine, which was served to them every half hour, succeeded so far as to reduce the water in the space of two hours to less than three feet. The Captain still remained in his cabin.

During the 2d and 3d of December the gale seemed to increase, and the ice formed so thick on the Ship's sides as very much to impede her way through the water, the leak continuing to gain ground. The schooner that was in company was in as leaky a condition as our own vessel, having struck upon some rocks at the island of Coudres. A heavy snow beginning to fall, it was with the utmost difficulty we could get sight of each other, and, in order not to part company, fired a gun every half hour. The schooner at length made no answer to our guns, whence we concluded she had foundered; nor were we wrong in our supposition. There were sixteen persons on board, every one of whom perished.

On the following day the gale increased prodigiously. The men being excessively fatigued, the water had risen to its usual quantity of between four and five feet. The Mate judged, from the distance we had run, that we could not now be far from the Magdalen Islands, which lie about midway in the gulf of St. Lawrence. This conjecture was but too well founded; for, in less than two hours, we heard the sea breaking upon the rocks, and soon after discovered the principal island, called the Deadman, close under our lee, the point of which we with the greatest difficulty weathered. Having happily cleared the main island, we were still far from thinking ourselves secure; for being unable, on account of the heavy fall of snow, to see many yards a-head of the vessel, and being in the midst of the small islands, there appeared very little probability that we should pass clear of them all in the same manner. Not being able to distinguish any one in time to avoid it, we were obliged to leave the vessel to the direction of Providence, and fortunately ran through them all without damage.

During the night, the gale continuing, and the sea running very high, we were apprehensive of being pooped; which in fact happened; for, about five in the morning of the 5th, a large wave broke on the Ship's quarter, which stove in our dead lights, filled the cabin, and washed the Master out of his bed, where he had remained ever since the commencement of the gale. By this accident, we soon discovered, from the increase of the leaks, that the stern post had been started by the impulse of the sea. Having nothing in the after hold, no resource was left but that of attempting to stop the leaks with beef; but this expedient proved ineffectual, and the water gained on us faster than ever. The sailors, finding all their endeavours fruitless, abandoned themselves to despair, and again refused to work at the pumps any longer. They had not however long remained inactive before we once more persuaded them to make another effort to clear the vessel; when, to our great surprise and consternation, we found the pumps so hard frozen that it was impossible to move them.

All endeavours now to keep the Ship clear were ineffectual, so that in a very short time she filled to the water's edge. Notwithstanding, when the vessel was quite full, we observed she was very little deeper in the water than before; and then recollecting that we had a quantity of lumber on board, we immediately accounted for the phenomenon of her not sinking beyond a certain depth in the water, and began to recall hopes of saving our lives at least, if we could but prevent her from oversetting till we could make the island of St. John's, or some other island in the gulf. Having no guns, and not much lumber on deck to make the Ship top-heavy, we contrived to keep her from oversetting by steering directly before the wind. The cabin, being raised above the level of the main deck, was tolerably clear of water, and afforded us some little shelter from the severity of the weather. Thither we retired, leaving only one man upon deck to govern the helm, who was fastened by a rope to prevent his being carried away by the waves, which at times made a free passage over us.

The gale still continued without remission, the snow falling so thick at the same time, as to prevent our seeing to the mast-head, The Captain imagined that we must be near the island of St. John's, which lies between the Magdalen islands and the gut of Canso. This gave us hopes of saving our lives, in case we could run ashore on some sandy part of it, till they were dashed by the further information we had from the Captain, that the north-east side of the island was nothing but a continued reef of rocks from one end to the other, and that there was but one harbour where Ships could put in, which he recollected was on the opposite side of the island. In a few hours after, we observed the waves grew shorter and break higher, which is always found to be the case on approaching the shore; and likewise a number of gulls and ducks flying about, a further sign we could not be far distant from it.

The Captain proposed bringing the Ship to, to keep her off the land; which I opposed, as well as the Mate, urging the probability that we should overset her in the attempt. Our opinion, however, was rejected; and an attempt was made to brace about the fore-yard; but it was found impracticable, the ropes and blocks being covered with ice. We were therefore obliged to let it remain as before; and the water having suddenly changed its colour, we expected the Ship to strike every instant. Small as our expectations were of saving our lives, I thought it incumbent on me to take every precaution to save the dispatches I was charged with, and therefore ordered my servant to open my trunks, and collect all the letters they contained, which I put into a handkerchief, and fastened about my waist. He at the same time offered me the money he found in them, to the amount of one hundred and eighty guineas, which I desired him to dispose of as he thought proper, thinking it in the present emergency rather an incumbrance than a matter worthy of preservation. My servant, however, thought otherwise, and took care to secure the cash.

The weather continued thick as usual till about one o'clock, when suddenly clearing up, we discovered the land, at about three leagues' distance. This sight gave us no small satisfaction, taking it at first to be the island of St. John's; but on a nearer view found, from the plans which we had on board, that it had not the least appearance of that island, there being no such mountains and precipices laid down as we discovered. On drawing nigher we observed the sea break high, and have a very dismal appearance about three miles from the land. As it was necessary for us to pass though those breakers ere we could gain the shore, we expected that our fate would be determined there; but, contrary to our expectations, there was a considerable depth of water, so that we went over the reef without touching, though not without shipping many heavy seas. The land now began to have a dreadful appearance, seeming, at the distance we were off, to be high and rocky; but on approaching within a mile of it, we had the pleasure of descrying a fine sandy beach and a bold shore. The sea ran high, but not to such a degree as on the reef we had already passed. As we advanced, the water continued to have a depth beyond our most sanguine wishes, so as to allow us to come within fifty or sixty yards of the beach before we struck. Now was the time for every man's apprehensions to be on the rack, as we might expect, on touching the shore, that the ship would go to pieces At length she grounded with a violent concussion. On the first stroke the main-mast went out of the step, and on the second the fore-mast; but neither of them fell over the side, the deal boards in the hold being stowed so close together that the masts had no room to play below; at the same time the rudder was unshipped with such violence as to be near killing one of the sailors. As soon as the Ship had grounded, the sea began to beat over her in every part, each wave lifting her four or five feet nearer the shore. In a short space of time the stern was beat-in by the sea; and then, having no shelter in the cabin, we were obliged to go upon deck, and hang by the shrouds, lest we should be washed overboard. In this situation we remained till the vessel was beaten so high by the waves, that we could venture to walk upon deck. We then perceived that the Ship's keel was broken, which we imagined would occasion her to go to pieces: this, however, did not happen for the present; which I can only attribute to the boards in the hold being so interwoven with each other, and frozen together by the ice, as to give a degree of solidity to the vessel. Having cleared the boat of ice, and prepared her for launching, I ordered some liquor to be distributed to those who were yet sober, and then asked, if any were willing to embark with me in the boat, and make the attempt to gain the shore. The sea running so high, that it appeared scarcely possible for the boat to live in it for a minute, very few were willing to make an experiment so full of risk; so that all who offered themselves were the Mate and two sailors, together with my servant, and a boy who was a passenger on board. At length we got the boat into the water; and having thrown into it an axe and a saw, I leaped in, followed by my servant and the Mate. The boy followed us, but not springing far enough, fell into the water. This accident was, in the issue, of fatal consequence to the unfortunate youth. The two sailors next leaped into the boat, and all the others now seemed ready to follow the example, when I found it necessary to shove her off from the Ship's side, lest, being very small, she should sink, by so many persons crowding in together. The Ship was lying about forty yards from the shore; but, before we got half way to it, we were overtaken by a wave which almost filled the boat, and the next drove us on the dry sand. What most affected us now was the distress of our companions whom we had left on board, whose lamentations and cries for help we could hear very distinctly. But it was impossible for us to afford them any assistance. Our boat being beat high upon the sand, could now be of no use either to us or to them.

The night was approaching; and the gale continuing as severe as ever, we were obliged to wade with extreme difficulty, up to our waists in snow, to the shelter of a thick wood about two hundred and fifty yards from the beach. This afforded some relief from the piercing North-west wind; yet a fire was still wanting to warm our frozen limbs, and we had not wherewithal to kindle one. We had indeed taken the precaution to put a tinder box in the boat, but the water had rendered it totally useless. Being better acquainted with the nature of cold climates than any of my companions, I therefore recommended it to them to move about, for the purpose of keeping the blood in motion by exercise. My advice was strictly adhered to for about half an hour, when the young passenger, already mentioned, being overcome by the severity of the weather, threw himself down in order to sleep. I used my utmost endeavours to rouse him, but to no purpose. After walking about for half an hour longer, during which time I felt such a strong desire to sleep, that I should have lain down myself, had I not been aware of the fatal consequences attending it, I went to the place where the boy lay, and putting my hand on his face, and finding it quite cold, I observed to the Mate who was close by, that I believed he was dead. To which the youth answered immediately, that he was not yet dead, but would be so very shortly; and requested I would write, if I survived, to his father at New York, and inform him of the circumstances of his son's misfortune. In about ten minutes we found that he had expired, and, as I imagined, without any pain whatever.

The death of the boy could not deter the rest of my fellow-sufferers from giving way to this drowsy sensation; and three of them lay down in spite of my repeated exhortations to the contrary. Finding it impossible to keep them on their legs, I broke a branch, and desiring the Mate to do the same, our employment during the remainder of the night was to prevent them from sleeping, by beating them continually with the branches. The day-light at length appeared, and I soon found that the legs of my companions were frozen at least half way up. They rubbed them with snow for a considerable time, but to little purpose, for it was impossible to restore them to their feeling.

I then went with the Mate down to the beach, to see if we could discover any traces of the Ship; and to our great surprise and satisfaction found that she had not yet gone to pieces, though the wind continued with unabated severity. My first study was, how to get our companions on shore. It was high flood when we arrived on the beach; we were therefore obliged to wait till the tide was out, when, the vessel having beaten much nearer the shore, we advised the people on board to fasten a rope to the jib-boom, by which they might swing themselves one by one towards the shore. They accordingly adopted this expedient, and by watching the motion of the sea, and seizing the opportunity of swinging themselves, as the waves retired, they all got safe on the land, except a Carpenter, who was a passenger in the vessel.

The Captain had, fortunately, before he left the Ship, put some materials for striking a light into his pocket. We therefore went to work in cutting and collecting wood, of which we made a fire with all possible expedition. But this gratification was, to several of my companions, followed by the most excruciating pain, as soon as their frozen parts began to thaw.

When we came to examine into our numbers, I observed that a Captain Green, a passenger, was missing; and was informed that he had fallen asleep on board the vessel, and had been frozen to death. The following night we passed a little better than the former; yet, notwithstanding we had a good fire, we found extreme inconveniency from the total want of covering, as well as from hunger, a new misery, that we had hitherto been unacquainted with.

The next day, at low water, we with much difficulty found means to extricate the Carpenter from the Ship.

We still remained without any kind of provisions, and began to be reduced in strength for want of nourishment.

The 7th and 8th the gale continued as boisterous as ever; and, in the night between the 8th and 9th of December, the Ship went to pieces from the stern to the mainmast, from the extreme violence with which the sea broke against her. By this part of her going to pieces, we obtained some provisions which washed on shore, viz. some pieces of salt beef, likewise some fresh meat that hung over the stern, and a quantity of onions which the Captain had on board for sale. This relief was very seasonable, it being now the fourth day since we had eaten any kind of provision whatever. Having no utensils, we dressed our meat in the best manner we could and made what we thought a most delicious repast. The sense of hunger being assuaged, we set to work in collecting all the provision we could find scattered upon the beach. Our next care was to get ourselves under cover, and form some kind of shelter from the piercing blast. This task was not an easy one, so many of our company being unable to move, and our number being reduced to seventeen, by the loss of two persons, as already mentioned. A quantity of deals had floated on shore from the wreck: of these we carried about two hundred and fifty into the wood, and by ten at night completed a kind of house, about twenty feet long and ten wide; which was constructed in the following manner: We cut two poles of the above-mentioned length, and, having no nails, tied them at a proper height on the outside of two trees, at the distance of twenty feet from each other: the interval between the poles, which was equal to the breadth of the trees, served for the smoke of our fire to go through; the fire itself being laid in an oblong position, extending itself nearly the whole length of the house. Against these cross poles we placed boards with a slope of about sixty degrees towards the ground, which constituted the two principal sides. The two other sides were composed of boards placed perpendicularly, the trunks of the trees being taken in, and forming part of each side: on one of these sides, that looked towards the south-east, we left a vacancy for the entrance.

On examining the quantity of provisions we had collected, we had the satisfaction to find, that we had in store between two and three hundred pounds of salt beef, and a considerable stock of onions: as to bread, we had none; for, when the vessel went to pieces, the casks were stove, and the bread lost. Economy and good management were now highly necessary to make our little stock last as long as possible; and it was determined, that each man, whether sick or well, should be confined to a quarter of a pound of beef and four onions per day, as long as the latter should last. This wretched allowance was the utmost we thought it prudent to afford ourselves, lest we should be in an uninhabited country; for as yet we were rather uncertain on what coast we were cast away; though afterwards, on comparing circumstances, we concluded it must be on the island of Cape Breton.

On the 11th of December, being the sixth day after we landed, the gale abated, and gave us an opportunity to launch our boat, and get on board what remained of the vessel. Three of us accordingly embarked, having with much labour launched the boat, and cleared her of the sand and ice. As soon as we got on board the wreck, we went to work at opening the hatches, and having but one axe, and the cables being frozen over them in a solid lump of ice, it took the whole day to accomplish it. The next day we went again on board, and cut up part of the deck, in order to get out two casks of onions, with a small barrel of beef, and three barrels of apples, shipped by a Jewish merchant of Quebec. We likewise found a quarter cask of potatoes, a bottle of oil, which proved very serviceable to the men's sores, another axe, a large iron pot, two camp kettles, and about twelve pounds of tallow candles. With much difficulty we got this farther supply on shore. On the 13th we stowed away our provisions in a corner of the hut, when, on opening the apple casks, we found their contents, to our great surprise and regret, converted into bottles of Canadian balsam.

The considerable supply we got from on board the wreck enabled us the next day to add four onions to our daily allowance We went on board once more on the 14th, and cut as much of the sails as possible from the bowsprit, with part of which we covered our hut, and made it tolerably warm and comfortable, notwithstanding the severity of the weather. By this time the sores of the men who had been frost-bitten began to mortify, and caused their toes, fingers, and other parts of the limbs affected, to rot off, their anguish being at the same time almost intolerable. The Carpenter, who came on shore after the others, had lost the greatest part of his feet, and on the

14th at night became delirious, in which unhappy state he continued, till death released him the following day from his miserable existence. Three days after, our Second Mate died in the same manner. Indeed, had not some paid the debt of nature, we should in the end have been reduced to the shocking necessity of killing and devouring one another. Several, however, who had been but slightly frozen, recovered in a short time, with the loss of a few toes and fingers; no one having entirely escaped the frost but myself. On the 20th another sailor died. Our number was now reduced to fourteen persons; yet we did not think it prudent to increase the allowance of provisions, but still kept it at the rate originally fixed on, of a quarter of a pound of beef *per diem*.

[The *second Part* will appear as soon as received from our Correspondent.]

DESCRIPTION OF PLATE CLIII.

WE have spared no expense to give this beautiful drawing of Mr. Pocock its full force. It is taken from the Westward, and discovers St. John's Harbour, just open, with a headland on the right, to the Southward, called *Ship's Stern*, with Rat Island, and Fort Johnstone, on the left. Some Vessels are also seen in distance, within the Harbour. In the Fore Ground is a Bermudian Sloop, and a *Petiaugua*, a two-mast Boat used by the Caribs, very few of which are now to be met with, and those only at Martinique and St. Lucie. They are excellent Sea Boats, and are used by them with safety in the roughest weather.—St. John's Bay is on the W. coast of the Island of Antigua in the West Indies, so called from the principal town of the island, which is situated at the bottom of a deep and narrow harbour. The entrance to the harbour is defended by a fort, called Fort James. The town is on the W. side of it, and the residence of the Governor of this and all the Caribbee Leeward Islands. Here the greatest trade of the island is carried on; and, as a proof of its flourishing state, it received damage by a storm in 1772 to the amount of 400,000l. sterling. The harbour is due N. from Five Island Harbour, and indeed is double, so as to form two harbours; and from the N. point of the entrance, where the fort is, there is a sand which runs to the S. W. quite across the mouth to the opposite point, and forms a plain bar on which is only 14 feet water, so that Ships which draw more must not attempt to pass over it. The deepest part of the bar is at the S. W. end, for there is only 12 feet under the fort at the N. point. Keep along under the S. shore to go in from Ship-stern Point, being all the way a bold and clean shore, and nothing to fear even within 20 fathoms' length of the point, as there is from 9 to 11 fathoms close to the land. Its lat. is 17° 4′ N. and long. 62° 9′ W.

Naval Reform.

FOURTH REPORT OF THE COMMISSIONERS OF NAVAL INQUIRY.

[Continued from page 304.]

THE 56th section, requiring public notification previous to the payment of shares, does not seem to have been generally re-

---

The further Examination of Mr. Henry Devis, Clerk to Messrs. Willis and Waterhouse; taken upon Oath the 11*th of June*, 1803.

In your Evidence of 14th of April, 1803, you have said, that the balances of prize-money carried to account current, have, in some instances of the Officers of his Majesty's ships Regulus and Magicienne, been paid into Greenwich Hospital; state those instances, the names of the Officers, the amount of the prize-money carried to account current, and the amount of the respective balances paid into Greenwich Hospital?—The prize-money of the following Officers of the Magicienne and Regulus, was, as appears by the distribution-lists, carried to account current, and the balances of such accounts, as stated below in Jamaica currency, were paid into Greenwich Hospital by me, on account of Messrs. Willis and Waterhouse, on the 1st of September, 1802:

John Robinson, Midshipman of his Majesty's ship Magicienne, his share for various captures, carried to account current, amounted to 36l. 14s. 2d. and the balance of such account paid into Greenwich Hospital was 30l. 19s. 9d.

Thomas Thorne, Midshipman of his Majesty's ship Magicienne, his share for various captures, carried to account current, amounted to 50l. 16s. Balance paid into Greenwich Hospital was 46l. 14s. 11d.

John Stedman, Coxswain of his Majesty's ship Magicienne, his share for various captures, carried to account current, amounted to 50l. 16s. 1½d.; and the balance paid into Greenwich Hospital was 45l. 2s. 1d.

Richard Waller, Quarter-Master of his Majesty's ship Magicienne, his share for various captures, carried to account current, amounted to 103l. 5s. 10d.; and the balance of such account paid into Greenwich Hospital was 83l. 10s.

David Simpson, Yeoman of the powder-room of his Majesty's ship Regulus, his share for various captures, carried to account current, amounted to 179l. 3s. 11d.; and the balance of such account paid into Greenwich Hospital was 149l. 9s. 11d.

Thomas Jones, Boatswain's Mate of his Majesty's ship Regulus, his share for various Captures, carried to account current, amounted to 159l. 15s. 3d.; and the balance of such account paid into Greenwich Hospital was 129l. 15s. 3d.

garded by the agents abroad *. The mischief of this is, that one of the chief sources of information to Greenwich Hospital is lost; besides

> Henry Baskerville, Midshipman of his Majesty's ship Regulus, his share for various captures, carried to account current, amounted to 139l 16s. 3d.; and the balance of such account paid into Greenwich Hospital was 90l. 16s. 3d.

The 62d Section of the Prize Act requires, that, at the expiration of three months from the first distribution, the agents shall deliver into Greenwich Hospital an account of the produce of all captures, with the payments made upon them; at what time were such accounts for the prizes made by his Majesty's ships Magicienne and Regulus delivered into Greenwich Hospital?—I was not in the employ of Messrs. Willis and Waterhouse at the time, and am therefore unable to say.

Do you know at what period the first distribution of prize-money to the Regulus and Magicienne took place?—I do not know the time.

How can you undertake to say that you was not in the service of Messrs. Willis and Waterhouse at the time the first distribution of the prize money to the crews of his Majesty's ships Magicienne and Regulus took place, as you state yourself to be unacquainted with the time when such a distribution took place?—I can say that the distribution took place previous to my entering into the employ of Messrs. Willis and Waterhouse; the precise time I do not know.

Did Messrs. Willis and Waterhouse, at any time previous to paying over the unclaimed shares of the prizes made by his Majesty's ships Regulus and Magicienne to Greenwich Hospital, furnish the Hospital with an account of the shares paid, and of the unclaimed shares?—I do not know whether they did or not; it might have been done without my knowledge; but at the time of paying in the unclaimed shares, I gave in upon Oath a list of the names that appeared open on the original distribution lists; the amount of the shares paid; the amount of the gross and net proceeds of the prizes; and the amount of the sum forfeited.

How do you know that the shares of prize money before stated have been carried to accounts current?—By having the original distribution-lists, and a book of balances of advanced prize-money, which were extracted from the books of Willis and Waterhouse at Jamaica.

Have Messrs. Willis and Waterhouse vouchers for the charges made against the parties in their accounts current?—They are in Jamaica; but either the originals, or notarial copies of them, can be procured.

Do you know of any instance of an account being transmitted to Greenwich Hospital at the end of three months from the first distributions of the net proceeds of prizes, &c. as directed by the 62d Section of the last Prize Act?—I do not recollect any instance.

If

---

* *The Examination of Edward Bate, Esq. Deputy Treasurer of Greenwich Hospital; taken upon Oath the 17th of June, 1803.*

How long have you acted as Deputy Treasurer of Greenwich Hospital?—Between seven and eight years.

Have

that, the means of acquiring knowledge of their claims are lessened with respect to sailors who happen to leave the station before distribu-

---

If such account had been transmitted since you have been in the employ of Messrs. Willis and Waterhouse, must you not have been acquainted with it?—No; I never interfered with any of the prize-lists during my stay in Jamaica.

Since you have been in England, have you made any original distributions of prize-money on account of Messrs. Willis and Waterhouse?—I have made two distributions, being first payments, since my arrival in England in January, 1802.

Have the accounts required by the 62d Section of the Prize-Act been delivered into Greenwich Hospital, with respect to those captures?—No; they have not.

Were the balances of the accounts current you have stated, paid into Greenwich Hospital with the unclaimed shares of prize-money?—They were paid in at the same time.

How did it happen that the balance of Thomas Finch's account current of prize-money for his Majesty's ship Regulus, was not paid into Greenwich Hospital at the same time?—The petty Officers, not knowing that they had Accounts current with Messrs. Willis and Waterhouse, the balances due to them were paid into Greenwich Hospital; but the Commission and Warrant Officers we expected would apply to us for what was due to them, knowing they had accounts; and Thomas Finch was, I believe, the only one to whom there was money owing on these lists.

What reason could you have for supposing that a Midshipman would not apply for the balance of prize-money due to him, as well as a Master's Mate?—I know of no reason why a Midshipman should not; but as he is included in the same class with inferior men, we were obliged to follow the same rule with the Midshipmen as with the other men.

What time had elapsed from your last communication with Mr. Thomas Finch, and the time of paying the unclaimed shares of prize-money for his Majesty's ship Regulus into Greenwich Hospital?—The last transaction we had with Mr. Finch was in July, 1799, when we forwarded his account by the Jane to St. Domingo, for the purpose of paying him the balance, at which time the major part of the Officers were paid: I have since understood, from the clerk who transmitted the account, that Mr. Finch was dead at the time.

At the time you had a return of the Officers of his Majesty's ship Regulus who were paid the amount of their shares of prize-money, was it not made known to the house of Messrs. Willis and Waterhouse that Thomas Finch was dead?—I do not know. - Was

---

Have the prize-agents in England, during the last war, delivered into Greenwich Hospital, within three months from the notification in the Gazette of the payment of prize-money, an account of the produce of the prizes, with an account of the several shares at that time actually paid, agreeably to the 62d Section of the Prize Act?—It has not been done in general; but in some instances an account of the net proceeds, with the amount of the shares paid, has been delivered.

Did

tion, and with respect to the representatives of those who die without receiving their shares.

Was you acquainted, at the time you paid into Greenwich Hospital the unclaimed shares of prize-money for the Regulus, that there was a balance of prize-money due to Mr. Thomas Finch on an account current?—No, I was not; I did not know that there was any balance due to him, conceiving that the whole of the Commission and Warrant Officers were paid when their accounts were forwarded by the Jane.

Are the instances you have stated in which the balances of accounts current have been paid into Greenwich Hospital for his Majesty's ships Regulus and Magicienne, the only instances in which such balances have been paid?—No, I believe not. There are deductions made of payments to a number of the men also.

Has the balance of Mr. Thomas Finch's account current been paid to his representatives?—No, it has not. The representative applied before I knew the circumstance of the account having been sent up to St. Domingo, and not paid; and I requested that the representative would give me an indemnification to refund the money I should pay him, on my proving that it had been previously paid, since which no further application has been made.

Are you now perfectly satisfied that there is a balance of 297l. 9s. 1d. Jamaica currency, due to Mr. Thomas Finch's representative from the house of Willis and Waterhouse?—I have reason to believe that sum is due to him, and will be paid on his application.

In the account by which you paid into Greenwich Hospital the unclaimed Shares of prize-money for his Majesty's ships Regulus and Magicienne, was there any note or remark, by which any of the sums paid appeared to be balances of account current?—Yes, I believe, against the sums was noted "Balance due."

H. DEVIS.

Ch. M. Pole.
Ewan Law.
John Ford.
Henry Nicholls.
W. Mackworth Praed.

Did any of them, on the application of the Treasurer of the Hospital, or his Deputy, refuse to do so?—I believe never.

Have the prize-agents in England, during the last war, regularly paid over to Greenwich Hospital within three years and three months, the unclaimed shares of prize-money, as directed by the Prize Act?—In almost all cases; and upon failures, legal steps are immediately taken for the recovery of the unclaimed shares.

Did they at the time of paying over such unclaimed shares, deliver an exact account of the produce of the prizes, and of the several shares paid to the respective captors, together with an account of the unclaimed shares remaining in their hands?—Not until the late regulations adopted in January last, in consequence of the opinion of the Attorney and Solicitor General; previous to

The accounts required by the 62d Section to be furnished to the Treasurer of Greenwich Hospital, within three calendar months after the day appointed for the first distribution, have in general not been sent; or, if sent, have contained only an account of the net proceeds, with the amount of the shares paid; and, till a late regulation adopted by the Commissioners of the Hospital in January last, the Accounts required by the same section to be delivered at the time of paying

---

that time they delivered only an account of the gross and net proceeds of the prizes, with the charges thereon, and an account of the shares remaining unpaid.

Have any proceedings been instituted against any of the prize-agents in England, for neglecting or refusing to pay over to Greenwich Hospital the unclaimed shares of prize-money, within the time prescribed by the act?—Certainly there have, though not in many instances, and those for very trifling sums; and the amount has been recovered, except in one instance of a bankruptcy; the expense of the law charges is defrayed by the parties sued.

Has the Treasurer of Greenwich Hospital regularly received fron the Registrars of the Vice-Admiralty Courts abroad, during the last war, copies of the powers of attorney registered by the agents for prizes?—In some instances they have not.

Has the Treasurer of Greenwich Hospital regularly received from the respective Officers of the Customs abroad, newspapers containing the notifications of the payment of prize-money, or a written notification to that effect, as directed by the 56th Section of the Prize-Act?—In many instances they have been received; but there is reason to believe that distributions abroad have been made without notification.

Have the prize agents abroad regularly paid over the unclaimed shares of prize-money to the persons appointed by the Treasurer for that purpose?—In many instances they have, and in others they have not; but a considerable difficulty has arisen from its being optional with the agents to pay the amount of the unclaimed shares either to the Treasurer at Greenwich Hospital, or his deputies abroad.

Do you conceive it would be advantageous, if, in all cases, the prize-agents abroad were obliged to pay over to the deputy receivers on the spot, the unclaimed shares of prize-money?—Certainly, I conceive it would; for I know of no instance of a deputy receiver having received money and not accounting for it.

Have any of the agents for prizes paid over to Greenwich Hospital, instead of the amount of the unclaimed shares, balances of the amount of prize-money which had been carried to account current?—I cannot say from my own knowledge, never having seen such a notation in any account rendered to me of the unclaimed shares of prize money.

Has there been any instance of the amount of the net proceeds of prizes being paid to the Treasurer of Greenwich Hospital, in cases where neither distribution nor notification have been made?—I know of no instance of the proceeds of prizes having been paid into the Hospital where neither notification nor distribution have been made.

over the money remaining in the agent's hands, used to be stated in a defective and unsatisfactory manner, by no means agreeable to the directions or spirit of the law. In these imperfect accounts, no mention was made of the shares which had been paid, and the statement of the proceeds was in a general way, without any detail of the produce of the sales, or the particulars of the expenses and charges.

There is another part of the agent's duty arising from this Statute, which has almost uniformly been transgressed or evaded; we mean, the publishing of the notification directed by the 56th Section, before the payment of any shares. We find it to have been a very general practice for agents to pay shares, or advance money to the captors on the credit of them, without observing this previous step.

One of the evils arising from this practice is, that the agents, particularly those abroad, as soon as any such advance has been made, open an account current with the party, and carry the sum which, upon distribution, may be due to him, to his credit side in that account. In such cases, the sums carried to accounts current are entered as discharged, or paid in the distribution lists. There is great reason for believing that this irregularity is the occasion of loss to Greenwich Hospital, and to the parties interested, or their representatives. This remark is justified by the case of Mr. Thomas Finch, late Master's Mate of the Regulus.

Messrs. Willis and Waterhouse, prize-agents at Jamaica, had advanced some money to Mr. Finch, and opened an account with him;

It appears that Mr. John Aubin was agent for the Requin French brig, captured by the fleet under the command of Earl Howe in February 1795, and that he held the proceeds for a great length of time in his hands, from a difficulty of making the distribution; has the Treasurer of Greenwich Hospital received the proceeds of such vessel from him?—It has not been received, but I shall consider it my duty to call on Mr. Aubin to render an account to the Treasurer.

E. BATE.

Ch. M. Pole.
Ewan Law.
John Ford.
Henry Nicholls.
W. Mackworth Praed.

we called for and examined this account *. The credit side contained entries of several sums as shares of prize-money to which he was entitled; the debit side consisted of advances and payments on his account, and a balance in his favour of two hundred and ninety-seven pounds, Jamaica currency. Among the payments, there was charged a remittance of one hundred pounds sterling, on his account, to Mr. William Ely Cook, a navy-agent in London. Mr. Finch was killed in action on the 11th of July, 1798. His father, as his representative, received from the Pay Office his arrears of wages, on the 31st of March, 1799, but knew nothing of his right to prize-money. Three years and three months having elapsed after the distribution to this ship, the forfeited and unclaimed shares were paid to the Treasurer of Greenwich Hospital, and the account between him and Messrs. Willis and Waterhouse finally closed.

It appears, therefore, that if this matter had not incidentally come before us, the balance above mentioned, as well as the sum remitted to Mr. Cook †, would most probably have been lost to the public, as

---

* Dr. **Mr. T. FINCH, H. M. Ship Regulus, in A' Current with WILLIS & WATERHOUSE.** Cr.

			£. s. d.
1797. Dec. 31.	To your Order, favour la Harpe		21 0 0
	To your Do. - Do. -		21 0 0
1798. April 30.	To your Bill, favour W. E. Cooke, per 100l. Stg. Exchg. a' 40 per Cent.	£140 0 0	
	- - Premium on do. a' 10 per Cent -	14 0 0	
	- - Stamp for ditto -	0 5 0	154 5 0
Mar. 25.	To his Order, favour Minott -		28 0 0
June 4.	To his Order, favour Newton		70 0 0
	To Balance - - - - - - - -		279 8 9
			£573 13 9
June.	To his Order, favour P. Osborn		42 0 0
	To Balance - - - - - - - -		297 3 1
			£339 3 1

Forwarded per Jane, 30th July, 1799.

1798. June.	By his Proportion of the following Prizes:		
	San Pio -	£. 61 16 0	
	San Nicholas	291 1 3	352 17 3
	- - Ceres, Commerce, Flying Fish, Maria, Avauganza, and Beauvais - - - - -		57 10 7
	- - Artevido, Volante, She Took It, and Del Carmen		124 6 9
	- - Aguado Bay Captures -		38 19 1
			£. 573 13 9
May 27.	By Balance brought down -		279 8 9
	By Order, Newton, in his favour		59 14 4
			£. 339 3 1

(Errors excepted)
Kingston, Jamaica, 30th July, 1799.
WILLIS & WATERHOUSE.

† *The Examination of William Ely Cook, Esq. Navy Agent; taken upon Oath the 27th of June,* 1803.

Did the house of Willis and Waterhouse at Jamaica remit to you in April, 1798, 100l. sterling, on account of Mr. Thomas Finch, late Master's Mate of the Regulus, being part of his prize-money?—I cannot say as to the exact well as to the representative of the deceased, to whom both these sums have lately been paid.

Mr. Devis, a clerk of Messrs. Willis and Waterhouse, states in his evidence *, that it was their practice, upon settling their accounts with Greenwich Hospital, to pay over all balances in their hands, notwithstanding such balances might have been previously written off in the distribution lists as carried to account current. In the above instance of Mr. Finch, we found upon examining the lists of forfeited and unclaimed shares for the Regulus, that it made no mention of his name.

We are not disposed to believe, and we do not mean to assume, that Messrs. Willis and Waterhouse, or their correspondent Mr. Cook, had any fraudulent intention in this transaction.

An explanation of it, so far as it respects the accounts of Messrs. Willis and Waterhouse with Greenwich Hospital, is given by Mr. Devis, in his evidence; but the explanation is not quite satisfactory; and the case viewed in the most favourable light, is an instance of irregularity, which ought to be effectually guarded against in future.

---

period, but they did in that year remit me a bill of exchange for 100l. on his account.

What directions did you receive respecting such prize-money?—None at all.

Is such money now remaining in your hands?—No, I have very lately paid it to a person who made application for it.

Was you agent to Mr. Finch?—No, I was not; I had no knowledge of Mr. Finch. Mr. Kilgour, a Lieutenant in the same ship, was a client of mine, and I presume Mr. Finch remitted the money through his recommendation; Mr. Kilgour, in a postscript to his letter of the 1st of November, 1798, informed me that Mr. Finch was killed in cutting out some enemy's vessels from a bay in the island of Porto Rico, on the 11th of July preceding.

After the receipt of Mr. Kilgour's letter, informing you of the death of Mr. Finch, did you write to Messrs. Willis and Waterhouse to know how the money was to be disposed of?—I did not.

Have you received from Messrs. Willis and Waterhouse any other sums of money under circumstances similar to Mr. Finch's?—Not to my recollection.

Did you pay the whole sum?—Yes; subject to the deduction of two and a half per cent. the usual commission for receiving prize-money.

WILLIAM ELY COOK.

Ch. M. Pole.
Ewan Law.
John Ford.
Henry Nicholls.

* See page 303.

[*To be continued.*

PHILOSOPHICAL PAPERS.

GEOLOGICAL FACTS.

By JOHN CHURCHMAN, *Fellow of the Imperial Academy of Sciences at St. Petersburg.*

IN the Empire of Russia it appears manifest that the sea has been retreating for ages past. Professor Pallas is certain that the sea has covered the centre of Asia for a long time; and, in the days of Strabo, Alexander, and Ptolemy, the Northern Ocean communicated with the Caspian Sea, at present twelve hundred miles from it.

According to the documents in possession of the Academy of Sciences at St. Petersburg, a boat made of oak timber, together with several human skeletons, was found some years ago in digging a small canal at Strelna, the seat of the Grand Duke Constantine. According to Dallin's history, the ocean retreated in his time in Sweden; and the celebrated Linnæus was of the same opinion. In the course of last year was published a short account of a vessel laden with marble being lately found on high ground, in the dominions of his Prussian Majesty near the Baltic.

At present the sea seems to gain gradually upon the land on the shores of the Baltic. In most of the charts of that sea, the ruins of the famous city of Vineta are represented under water. Antiquaries believe it took its name from the nation called the Vineti. These ruins lie between the Danish island of Bornholm and of Rugen, opposite Swedish Pomerania. It seems the streets have been laid out like Babylon, at right angles. According to Lubeccius, Alderman of Triptow, this ruined city, once on level ground, was viewed by travellers with attention about the year 1564. Amongst other visitors, was the then Duke of Brunswick and his Chaplain. About this time a vessel had come from Gothland and carried away all the marble and metal then to be found; amongst other things were a pair of very large city gates, made of metal, concerning which existed a popular song. President Keffenbrink tells, that on the 4th of August, 1771, two Dutch vessels were shipwrecked on the ruins of this city: there were then standing several pillars of white marble or alabaster. The Counsellor, M. Jordan, went thither with Commodore Baarts, from Swinemunde, who endeavoured to save the vessels: as the weather was fine the company went on board, and inspected the pillars, one of which by the shock was brought from its vertical position. Some old men declared, that they had formerly seen these white pillars above water. A certain Master of a vessel at Swinnemunde said, that in 1760, an English Ship was lost on the ruins of Vineta, and on that occasion he went thither to assist the vessel in distress. He said he had discerned two walls of brick, which he supposed were about four feet thick, and sixty or seventy feet asunder. Some parts of it only reached so high as the water's surface.

Perhaps it is no more strange to observe the ocean to rise here by slow degrees, than for Captain Cooke to perceive the contrary effect to take place at Cape Denbigh, which is a meridian nearly opposite.

The Danes give a similar account of Jomsburg, which was occupied by pirates, and where King Harold built a fort.

According to the observations made on the voyage of Captain Vancouver, the ocean was evidently encroaching rapidly on the land at Cook's Inlet, Port Chalmers, Prince William's Sound, and Gray's Harbour. Now seeing the meridian opposite St. Petersburg is at Cook's River, it seemed natural to suppose, that when the ocean begins to fall there, which is not to be expected so soon, it would begin to rise at St. Petersburg; and it is remarkable, that during a fresh westerly breeze, both in 1802 and 1803, the streets of that city were navigated with boats; whereas such an accident had not happened before since the year 1777; but having left that city before the last inundation took place, I obtained information of it. The daily observations on the rising of the waters at St. Petersburg had been discontinued before my arrival, on account of the very slow change which appeared to take place.

Having written to the French Academy on this subject before the death of the King in 1792, M. Monge, at that time Minister of the Marine, was requested to make observations at Brest four times a day during one whole year. These will shew the state of the case in France.

The prize-question lately proposed by the Zealand Academy of Sciences at Flushing, seems to prove the encroachment of the ocean in Holland. One whole year's observations would go nigh to establish the truth in England.

NAVAL LITERATURE.

The Shipwreck, a Poem by W. FALCONER, *a Sailor: the Text illustrated by additional Notes, and corrected from the First and Second Editions, with A Life of the Author, by* JAMES STANIER CLARKE, *F.R.S. Vicar of Preston, and Chaplain of the Household to the Prince. Royal and Imperial Octavo.* 1804. (220 *Pages.*)

[Concluded from page 308.]

THE text of the *third* Edition of this beautiful Poem, which edition appeared in October, 1769, and had hitherto been invariably followed in the succeeding copies, was miserably garbled, and in many passages the whole force and beauty of the original were destroyed. This Mr Clarke conjectures was owing to the following circumstance:—"I am induced to think, that amidst the agitation of his mind, on being appointed Purser to the Aurora Frigate, Captain Lee, which then was ordered to carry out to India Henry Vansittart, Esq. Luke Scrofton, Esq. and Colonel F. Forde; that Falconer, (who also had the promise of being their private Secretary,) from the joy of obtaining so lucrative a situation, neglected this edition, and left the last alterations to his friend Mallet." Mr. Clarke supports this conjecture with considerable ingenuity, in the valuable Notes that are added to this edition: particularly at page 65, line 18, of the second canto; where one of the finest passages in the Poem had evidently experienced the touch of some Land Critic.

"Thus all prepared, *Let go the Sheet!* he cries;
Impetuous round the rolling wheels it flies."

Whereas, originally, the passage stood as follows, and has thus been restored by the present Editor:

"Then, all prepared, *Let go the Sheet!* he cries;
Loud rattling, jarring, through the blocks it flies."

And, again, the same injudicious taste appeared in another passage in the same canto:

"In vain athwart the *mimic Seas* expands," &c.

Which Mr. C. has thus restored:

"Across the geometric plane expands
The compasses to circumjacent lands."

Booming is an epithet wonderfully descriptive of the overwhelming violence of the waves, and, as such, was selected by *Falconer*:

———"with sweeping inundation o'er
The sea-bent Ship, the booming waters roar."

But, in the third edition, we have,

———"o'er
The sea-bent Ship th' *involving* waters roar."

At the very commencement also of the Poem, we observe the following lines judiciously restored:

"While Albion bids th' avenging thunders roll
Along her vassal deep from pole to pole."

And the following weak lines, that had been introduced into the third edition are omitted:

> "No pomp of battle swells th' exalted strain,
> Nor gleaming arms ring dreadful on the plain;
> But o'er the scene while pale remembrance weeps,
> *Fate, with fell triumph, rides upon the deeps.*

In some instances, however, in which the pen of Falconer himself is apparent, the third edition claims a preference; and all these the present Editor has carefully preserved.

Among the Notes are some Classical Hints from the Rev. Mr. Bowles: The Introduction to the Poem, as he observes, "is indeed finely worked up; and, like a grand Overture, prepares the mind of the reader for what follows." In this edition the Introduction is separated, as it ought to be, from the Poem, which thus begins with so much effect, and with all the simplicity of the great Masters:

> "A Ship from Egypt, o'er the deep impelled
> By guiding winds, her course for Venice held."

Mr. Bowles has also enriched this Edition with some beautiful Effusions of his own Muse. *The Dirge of Poor Arion*, as written on the Platform at Portsmouth, in April, 1803, particularly struck us:

> "What pale and bleeding youth (while the fell blast
>   Howls o'er the wreck, and fainter sinks the cry
>   Of struggling wretches ere o'erwhelmed they die,)
> Yet floats upborne upon the driving mast?
> O poor Arion! has thy sweetest strain,
>   That charm'd old Ocean's wildest solitude,
>   At this dread hour his waves dark night subdued:
> Let Sea Maids thy reclining head sustain,
> And wipe the blood, and briny drops, that soil
>   Thy looks, and give once more thy wreathed shell
>   To ring with melody:—Oh, fruitless toil!
> Hark! o'er thy head again the tempests swell;
> Hark! hark again the storm's black demons yell
>   More loud; the bellowing deep reclaims his spoil!
>   Peace! and may weeping Sea Maids sing thy knell.

To the Hints given by Mr. Bowles, Mr. Clarke has added some Observations from his Brother the Traveller; and an interesting Note from Captain George Clarke, who commanded the Braakel in her dangerous voyage up the Archipelago: from which we learn, that in the Island of *Metelin*, there is a Harbour not generally known, beyond description safe, and spacious. Here the Turks build their

Frigates; one of 32 guns was on the stocks when Captain Clarke arrived

The Remarks by Mr. Pocock are drawn from the experience of an old Seaman and a mind richly fraught with classical poetic taste. Those by the Editor breathe that enthusiasm for the Navy which characterises all his Productions: this enthusiasm is, however, tempered by a judgment which proves that he was fully equal to discharge the difficult task he has executed.

Previous to this Edition, Falconer had only been illustrated by some technical Notes from the Author; the addition now made by Mr. Clarke and his Friends will certainly render this excellent Poem more known and valued. The injudicious alterations in the third Edition had tended to lower the estimation in which the Shipwreck had been formerly held. Great as was the genius of Falconer, he was frequently guilty of grammatical inaccuracies from a want of education; and, when to these were added the meagre lines in the third Edition, which often expunged some of the best in the whole Poem, the consequence that must ensue, would necessarily be unfavourable to his Literary Reputation. We therefore congratulate the Public, not only on the neatness and elegance of this Edition, but also on the labour and industry that has been employed on every Word and Line throughout the whole Poem; in order to restore them to the state in which the Author, had he survived his voyage to India, would certainly have endeavoured to effect.

The Engravings by Fitler are executed in his best manner; and consist of five Vignettes and three Plates; which latter we think might have been executed on rather a larger scale, as the size of the volume admitted of it. These are all from designs by Mr. Pocock, in the possession of the Publisher Mr. Millar.

The First represents the Britannia Merchantman as just launched from Deptford, with a distant View of Greenwich: which gives an exact Portrait of the Merchant Vessels employed in the Levant trade when Falconer wrote. "The Vessels then trading to the *Levant* were not limited as to burthen or guns, except a certain number of about 300 tons and 18 guns, that were called Act Ships. Falconer described the Britannia more like a Frigate."

The Second Vignette represents the Ship as described in the First Canto, unmooring by moonlight, with her Fore Topsail loose, and the Sheet hauled home, as a signal to unmoor.

The Third Vignette gives the Water Spout, as described in the Second Canto. "Falconer, whose experience was as great as his observations were keen and accurate, declares that the water *ascends*." A Note is added by Mr. Pocock on this contested subject; and we wish that some of our Professional Readers would send us their observations on it.

The Fourth Vignette gives a representation of the Ship, when having cut away her Mizen Mast, and scudding before the wind under bare Poles, she rapidly drove close by the rocky shore of Falconera:

"High o'er its summit, through the gloom of night,
The glimmering Watch-Tower cast a mournful light."

In the Fifth Vignette, the gale and sea having in some degree subsided, *Cape Colonna* opens in distance; whilst Arion is seen standing in silent agony over his dead friend Palemon.

Of the three Plates:—The First gives a view of the Britannia on leaving Candia. The scene, sun-rise, with a hazy morning: the Ship is seen from the westward, her sails all set, with a very light breeze: to the N.E. appears the Isle of Standia, and to the right Candia.

In the Second Plate, the Ship having reefed Topsails a second time, they are left on the Cap, to await the coming of a tremendous Squall: this throws the Vessel on her side, and splits the Mainsail; the Mizen is hauled up, the Helm a-weather, and the Ship is veering from the wind.

In the Third Plate, the Ship, having hauled to the wind with her head to the westward, is dismasted, and wrecked a little to the eastward of Cape Colonna; of which a correct View is now for the first time given, from a drawing by Mr. Gell.

Such is the general idea which we can only give of this Volume: the whole is dedicated to the Earl of Egremont, *it having invariably been the object of his Lordship's life, to protect the Bark that laboured amidst the Waves of this turbulent World.* We are glad to hear that this Publication is likely to bring others forward of a similar nature, executed with an equal degree of correctness and elegance: when they appear, they shall receive our earliest attention.

MR. EDITOR,

IN consequence of having in the NAVAL CHRONICLE (page 363 of this Vol.) an account of the Monument erected to the Memory of Captains Harvey and Hutt, it appears to me extraordinary that there is no Inscription on it; therefore will thank any of your readers to assign a reason for its omission:—What makes it more particular is, that there is one on Capt. Burgess's. Perhaps the action of the 1st of June is not deemed of so much importance as that of the 11th of Oct. by the persons in whose departments it is to furnish the Inscriptions.

19th June, 1804. Yours, D.

Naval Poetry.

Bright-ey'd Fancy hovering o'er,
Scatters from her pictured Urn
Thoughts that breathe, and words that burn!

~~~

TO THE EDITOR OF THE NAVAL CHRONICLE.

SIR,

THE following passages, extracted from a narrative, philosophical, and descriptive Poem, entitled *The Sea Piece*, now but little known, will probably afford amusement to your readers. The Poem, consisting of five Cantos, was written by J. Kirkpatrick, M.D.; dedicated *To the Honourable George Townshend, Esq. Commodore of his Majesty's Squadron at Jamaica;* and was published by Cooper in the year 1750[*].—The first passage, which I have selected, forms the commencement of the *Second Canto*; the other is from the *Fourth Canto*.

H.

In addition to what our kind Correspondent remarks, we have to add, that a Juvenile Voyage gave birth to this Poem, wherein the Author had no manner of employment, and little amusement. It remained for many years in the form of one continued book, until his return from America incited him to revise and extend it, by a description of such Maritime circumstances as occurred to his maturer judgment.—The first Canto begins with an invocation to the Sea Nymphs, and Neptune: he then relates the out-set of his Voyage from the Port of Belfast, in Ireland, their weighing anchor, and putting to sea. A suspension of the Northerly wind, in a short Calm, with an adverse one at South, introduces a digression on the winds.

The second Canto opens with an Exordium on entering the Ocean.

DRAYTON, sweet-ancient bard, his *Albion* sung,
With their own praise her echoing valleys rung;
His bounding Muse o'er every mountain rode,
And every river warbled where he flowed.

---

[*] A critique on it appeared in the Monthly Review for February, 1750, Vol. II, p. 257.
~~~

The fost'ring Sea, that secretly sustains
A ceaseless verdure o'er *Britannia's* plains;
That props her mountains, rincing thro' their ores,
And spouts each Stream that curls within her shores,
That warms the cold degrees in which she lies,
Clasps her whole form, and ev'ry foe defies;
That boundless Realm I seize, to verse unknown,
And each imperial billow's all my own.
See the round waters, wide from every land,
How vastly uniform! how simply grand!
The paucity of objects here we find
May tend to fix, itself must fill the mind.
Hail! first-born element, or may I call
Thee right capacious vehicle of all?
Or further, with the * Grecian sage agree,
All matter's thine, and shall resolve to thee?
Whether, while form awoke the cause supreme,
From thee secreting earth, and air, and flame,
In apt position pois'd the circling ball,
Ere the great *Fiat* animated all:
Or, when again thy widely swelling robe,
O'ershrouding all, the water, and the globe;
Or if at present thou cement'st the sphere,
And knitting solids, mak'st the whole cohere;
Or so commix the air which you contain,
To fit it for the nations of the main;
Or fix in proper bounds, and aptly tame,
The latent, all-pervading seeds of flame,
Till time attains the term, when fate's decree,
In deluges of fire, shall swallow thee:
Tho' where this aggregate immense I view,
These vast horizons all engross'd by you,
My lost imagination doubtful cries,
What worlds of flame and fuel will suffice?

Ere men the virtue of the Magnet found,
The Ocean scarcely heard a human sound;
Far *Western* suns were deem'd to shine in vain,
Or only light the Monsters of the Main,
The Seas were narrow which the boldest crost,
And numbers trembled if the Shore were lost.

---

* *Thales*, who held all things to be created of, and finally resolvable to, Water.

Now a far world incites the liquid race,
And oceans vast our intercourse increase.
The use we know, but haply ne'er shall find
Whence to the pole the magnet is inclin'd;
How a dark heavy stone the earth supplies,
Maintains a correspondence with the skies;
How it imparts to steel the art it knows,
Yet keeps entire the virtue it bestows:
How pond'rous iron up doth swiftly fall,
And feels a centre stronger than the ball;
Which rapt thro' *vortices*, Descartes in vain
Would by his hamose particles explain;
While the interior nature's only known,
Like ev'ry mind, in its effects alone.
But oh! whatever mediate cause direct;
Howe'er a stone exerts such intellect;
Long may the Needle feel the art divine,
To shew the pathless way and wat'ry line;
Pointing the steersman strait o'er convex seas,
Whose mere extent were else a clueless maze:
For, foam the Ship tow'rds Tropic, Line, or Pole,
The compass seems her brain, tho' art's her soul.
While others prize the gems ador'd for show,
That deck the belle, or dignify the beau;
And frequent, with insidious lustre, maim
The virgin's purity, or matron's fame;
I hail the Gem divine, so humbly drest,
Whose silent sapience points to all the rest;
And, like the virtuous heart, in simple guise,
Befriends the earth, conversing with the skies.

* * *

THE CUSTOM OF MAKING A CREW FREE OF THE TROPIC ON FIRST PASSING IT.

WHY should the Muse the Tropic past omit,
Or sailors' custom of observing it?
Where travellers, when first arriv'd, advance,
To buy their freedom, sugar, rum or nantz:
But if pale poverty the wight surround,
Or surly he refuse his Quart and Pound;
If he assert the hardship of his cause,
And rave of *British* rights, and *English* laws;

With little form his slender plea they try,
Who must be moisten'd, if his Jury's dry.
Strait on a well pois'd pole is *Culprit* swung,
His arms embrace the rope by which it's slung;
Aloft! they cry; and lo, aloft he's soar'd,
The highest mortal we survey on board;
But let his future fate inform us all,
The highest have the greatest height to fall.
Amain! they cry, and downward swift he slides,
Cuts the thin air, and wond'ring flood divides:
Again aloft he does not long remain,
Alas! he rises but to fall again;
Thrice the blithe Crew the diving miser see,
And the third plunge completely sets him free.
Joyous I yield my mulct, with this remark,
I'll treat ten crews, ere I'll invite a shark.

The Poet thus concludes his Voyage, by casting anchor in the Bay of *Charles Town*, *South Carolina:*

Thus when the final Voyage of life is o'er,
And the last Storm reveals the dreary Shore,
Whither with every Wind and Breath we tend,
Where earthly Joys, and Pains, and Prospects end;
May the sole God, that good and awful power,
Who bids the Heavens, and Oceans, smile, or lower;
Whose might immense, involving boundless scenes,
All-sovereign *wills*, all merciful *sustains*;
Defend me thro' the Valleys dark and foul,
Irradiate hope and comfort o'er my soul;
And, when I've shot the dreadful gulf, display
The nightless Regions of celestial day:
Where freed from many a vice, and ev'ry crime,
In scenes surpassing thought, surviving time,
Merit immense to justice may atone,
And grace my soul with virtues not its own.

THE ADIEU,

TO A FRIEND, ON HIS DEPARTURE FOR AMERICA.

TIME—SUNSET.

ADIEU, thou dear youth!—thou lov'd friend, so endearing,
Since fortune compels thee thy kindred to leave;

On the Mersey thy bark in gay pride now appearing,
  Attends to convey thee swift o'er the salt wave.
Her canvass now swelling, her streamers high flying,
  Bespeak the sad hour that admits no delay;
And hoarsely the Boatswain, in rude accents crying,
  Sings out to each messmate, " Away boys! away !"

O'er the white-frothy billow of wide-spreading ocean,
  Now swiftly through ether I see thy bark fly;
Whilst each belov'd prospect, with retrograde motion,
  In rapid succession retires from the eye :
I see thee still linger, yon gold Fanes admiring,
  Now waving a kerchief, each hope to renew;
And then I behold thee, in anguish retiring,
  Whilst thy fond bleeding heart sighs—a long, long adieu!

To those slopes and green hills, so gently uprising,
  Where sheep, in thick clusters, bound blithsome and gay,
Now turning dejected—our past frolics prizing,
  As oft as we rov'd at the closing of day ;
For remembrance will paint fair each innocent pleasure,
  When we sat 'neath the soft light of Luna's mild beam,
With hearts ever jocund to rapture's wild measure,
  Retracing the ripples that float on the stream.

In fancy oft fly to yon dwelling roofs slanting,
  That spot where we've witness'd so oft virtue's pow'r;
Where chaste conversation, and music enchanting,
  So sweet have beguil'd the dull wintry hour.
But, lo! the grey Even, my wishes unheeding,
  Inshrouds the blue distance in dark misty haze ;
Quick, quick, from the sight, the white waves are receding,
  Yet I strive, but in vain, on a Speck still to gaze.

Farewell then, dear youth! may each blessing attend thee;
  For, say, can my bosom its good-will refrain ?
O, no ! May then Heaven benignant befriend thee,
  And waft thee all safe o'er the boisterous main :
And as oft as thou wander'st where fate may direct thee,
  O'er waters—through valleys—or woodlands so green;
May still the same Power, and Virtue protect thee,
  And bring to thy fancy each dear native scene.

For though distant climates, their treasures extending,
May bid the soul pant, and the bosom to sigh;
Though objects delighting, together all blending,
May cause a chance smile to illumine the eye:
Yet all these bright pleasures a false lustre borrow,
For the heart far remov'd from friendship held dear,
Will reflect on past hours with a permanent sorrow,
While the eye gives to thought a sad heart-heaving tear.

Hark! loud from yon turret, the curfew-bell tolling,
Proclaims the dim twilight uncheerly will close;
For night o'er yon beach * now hangs sombre and scowling,
And warns weari'd Nature to haste to repose.
I go—but the mind, ah! to thee will be roving,
When I think of the joys we so often have prov'd;
For the pulse of the heart will for ever be moving,
To a friend so rever'd—to a youth so belov'd.

Liverpool. J.—A. B.—W. D.—N.

VERSES,

WRITTEN BY MRS. CARTER,

IN A CALM EVENING, ON THE SEA SHORE.

HOW sweet the Calm of this sequestered Shore,
Where ebbing Waters musically roll;
And Solitude and silent Eve restore
The philosophic temper of the Soul!

The sighing Gale, whose murmurs lull to rest
The busy tumult of declining day,
To sympathetic quiet soothes the breast,
And every wild emotion dies away.

Farewell the objects of diurnal Care,
Your task be ended with the setting Sun:
Let all be undisturb'd Vacation here,
While o'er yon wave ascends the raceful Moon.

---

* The Rockpearch.

SONG,

BY MR. T. DIBDIN.

WHEN, first at sea, the Sailor Lad
With terror views the whitening Billow,
And sighs for Cot of Mam, or Dad,
Where flows the Stream beneath the Willow:
But safe return'd,
Past dangers spurn'd,
He laughs at Ocean's threat'ning Foam;
Mam, Sister, and he,
All join with glee,
To sing the *Sailor's Welcome Home.*

When next at Sea, the bolder Youth
No more ascends the Mast with terror;
Yet pensive, wishes Mary's Truth
May clear the Rocks and Shoals of error:
The Voyage o'er,
He comes ashore,
And finds her Heart could never roam;
Then Poll and he
Are wed with glee,
And sing the *Sailor's Welcome Home.*

RETROSPECT.

THE total number of his Majesty's Ships, and armed vessels of every description, in commission on the 15th of March last, was 1,874; and the number of seamen mustered on the same day, was 84,431: of which number 5,763 were raised before the 1st of December, 1803, and 15th of March, 1804. The marines actually in pay on the 15th of March, 1804, were 15,663.

It has been long reported, and we believe on good authority, that all Midshipmen serving on board Admiral Cornwallis', or the blockading Fleets, who have passed their examination, are, when that tedious service is over, to be made Lieutenants.

The following Vessels have been hired by Government, and Officers appointed: viz.

Capt. Baker to the Blessing.
—— Davis — — Charles.
—— Blamey — — Endeavour.
—— Chatham — — Sally.
—— Barker — — Morriston.
—— Rye — — Providence.
—— Mackay — — Pr. William.

The following armed Ships, the property of Mr. T. Lockyer, of Plymouth, have been hired for the service of Government: Ship Lady Warren, 32 guns, 18 pound carronades, Captain Mackellar; Ship Pretty Lass, 14 guns, 18-pound carronades, 4 long 6's, Captain Tippett; Ship Trowbridge, 20 long 9-pounders, 8 18-pound carronades, Captain ——; Schooner Colpoys, 14 12-pound carronades, and 2 long 6's, Lieutenant Usher.

With much pleasure we hear it reported that the New Admiralty Board are about to augment the small and inadequate pensions of the poor Sea Officers' Widows.

The Court of Common Council voted Thanks to Captain Domett, Admiral Cornwallis's First Captain, whose name was by mistake omitted in the first instance. Letters of acknowledgment were, at the same time, read by the Lord Mayor, from Admiral Cornwallis and Thornborough upon the subject of the Thanks lately voted to them.

The Anniversary Dinner of the Naval Asylum, for the education of the Orphans of British Sailors and Marines, was held at the London Tavern, his Royal Highness the Duke of Cumberland in the chair. The institution now maintains 36 boys and eight girls. The claimants would be as many hundreds if there were funds. An apology was made for the absence of Lord Melville; Earl St. Vincent gave a donation of 1000l. to the fund. It has hitherto been chiefly supported by the liberal exertions of Messrs. Goldmids and their friends of the Jewish persuasion. Out of 725l. 17s. collected, no less than 650l. was paid in by them.

The following sketch of proceedings against our gallant countryman *Captain Wright*, appeared in the Moniteur of June 2. "Captain Wright, who landed most of the conspirators, was this day examined. He stated, that being a prisoner of war he could not depose to any thing; and that being an Englishman, and a faithful subject, he would not answer any question. Georges and Joyaux pretended that they did not know Captain Wright.—He was recognized by the jailer of the Temple, who saw him there when he was a prisoner in the year six with *Sir Sidney Smith.* He was also recognised by other witnesses, and by one Tromelin, now under arrest, who had been taken with Sir Sidney Smith, and was put with him in the Temple, where he passed for Sir Sidney's servant, by the name of Jones. Being sent out of France, he returned soon after in disguise, and contributed to Smith's escape. All these facts he confessed. At the request of the Imperial Attorney-General, the interrogatory which Captain Wright underwent in the Temple was read to him, as well as the declaration of Tromelin. Wright persisted in his refusal to answer."

The following notice has been hung up in the Captains' room at the Admiralty, since the appointment of the present Board: "Their Lordships having appropriated the hours from ten to two for reading public letters, it is ordered that no interruption may be given thereto by messages, or otherwise, during that time."

Mr. Heseltine, the son of the late King's Proctor, will inherit the enormous fortune of near 300,000l. The office of King's Proctor is estimated during war at an average of full 20,000l. per annum. Surely some part of such wealth might in future be directed into some channel productive of advantage to our Naval Charities.

Imperial Parliament.

HOUSE OF COMMONS.

NAVAL DEBATES CONTINUED.

THURSDAY, MARCH 28.

We are glad at length to find the high Professional Merit of Lord Hood treated as it deserves: No Officer merits more from his Country than this Veteran.

THE *Chancellor of the Exchequer* moved, that the House do resolve itself into a Committe of the whole House, and that the papers respecting the Prizes taken at TOULON be referred to the said Committee: Agreed to. The House having accordingly resolved itself into the Committee of Supply;

The *Chancellor of the Exchequer* said, he felt it his duty to call the attention of the Committee to a subject which pressed itself most peculiarly on their consideration. It was, indeed, a subject which claimed all the indulgence the House had ever been accustomed to bestow on the merits of the British Navy; and it was one intimately connected with the Services and gallant Exertions of some of the most meritorious Officers and seamen whom the Country possessed. He should merely say, that he alluded to Lord HOOD, and to those under his command, when Toulon was in the possession of his Majesty's arms. He had only to mention the names of Lord *Hotham*, Lord *Keith*, Lord *Radstock*, Lord *Nelson*, of Lord *Hugh Seymour*, the subject of sincere and general regret, of Sir *Sydney Smith*, of the late Captain *Cooke* of the Sybille, and of many more gallant Officers, who were then under the command of Lord HOOD; to shew the importance of the subject, to which he begged leave to call the attention of the Committee. All of these meritorious officers, or their families and relatives, were deeply involved in the consideration of the Committee. He should not detain the House at any length, as it was not his intention to enter into the particulars of the surrender of Toulon to his Majesty's arms, but should confine himself to those leading points which appeared to him most material. It would be recollected by every gentleman who heard him, that part of the South of

France, after experiencing the most dreadful calamities which could be inflicted by the worst of Tyrannies, had expressed a sincere desire to be placed under the protection of the British Government; with the view of being ultimately resigned to the government of the successor of their murdered Monarch. A Convention was concluded with the inhabitants; according to which the Port of Toulon, and the Ships in it, were to be held by us during the War, in trust for Lewis XVII, and they were to be restored according to the terms of the Proclamation, when a proper indemnity should be given for the expenses incurred, in consequence of the measures adopted for taking possession of these Ships. The nature of the terms prevented Lord Hood from applying for the remuneration, which he conceived himself, and the Officers and seamen serving under him, were entitled to claim. It was true, that a number of these vessels, consisting of ten Ships of the line, and three Frigates, had been destroyed; in consequence of the pressure of circumstances, which were altogether unavoidable, and which it was unnecessary for him to mention. But although the nature of the terms, by which the Port of Toulon, and the Ships in that harbour, had been surrendered to his Majesty's arms, prevented Lord Hood, during the War, from making any application on that head; yet, after the war, the Noble Lord put in his claim, and that of the Officers serving under him, in a Memorial, which stated, that if these Ships had been condemned in the High Court of Admiralty, the amount of their value would have been paid. His Majesty referred the Memorial to a Committee of the Privy Council; and their opinion was, that no remuneration could be made for those destroyed, but for those brought away. It was then referred to the Admiralty to value the hulls of the vessels, and to the Board of Ordnance to estimate the amount of the stores. The whole amount was 265,000l.; and the return thus made by the two Boards had received the approbation of the Privy Council, whose report upon the subject his Majesty had been graciously pleased to sanction. It was evident, that if these Ships had been condemned in the Admiralty, the whole value would have been paid to Lord Hood, and to the Officers, seamen, and marines who served under him. At the Helder, when Admiral Mitchell took possession of the Dutch fleet, the result was exactly as he mentioned; yet, however meritorious that service was, for the Dutch vessels would have been taken forcible possession of, had it been necessary; would any man say, that the exertions of Lord Hood, and the Squadron under his command, were less entitled to reward?—The Ships taken possession of at the Helder were libelled, although they were not condemned, and the value of them was given to Admiral Mitchell, and the Officers and seamen under his command. It would be also recollected, that Lord Nelson had received pecuniary compensation for the Ships destroyed at *Aboukir* and *Copenhagen*. When all these considerations pressed upon his mind, he felt himself justified in saying, that he asked no favour for Lord Hood and his Fleet; but he merely proposed to the Noble Lord, and to the Officers and men under his command, the value of the Ships taken at Toulon, many of which had proved beneficial to the service of this Country. It might be asked, why the Claim was not sooner brought forward?—He should answer, that it had been precluded by the very nature of the engagement, or convention, according to which they had fallen into our possession. On the 30th of August, the question had been referred to the King in Council, and if blame were to attach to any person for delay since that time, he should not hesitate to take it upon himself. There were, however, some causes which could not be foreseen, and which it was not necessary to state to the Committee. He concluded by moving, *That it is the Opinion of this Committee, that a sum not exceeding* 265,336l. *be granted to the Officers, Seamen, and Marines, serving under Lord Hood, being the estimated value of the Ships taken at Toulon.*

Captain *Pierrepoint* bore testimony to the exellent character left behind them at Toulon by Lord Hood, Lord Hotham, and the other Officers serving there. Had any of them fallen in that affair, the House would not have hesitated to have voted them a Monument; and with respect to those who survived, "Let it not be said," exclaimed Captain Pierrepoint, "*that, when living, you denied them bread, to whom, if dead, you would have given a stone.*"

Mr *Johnstone* said, that the Ships were in the possession of Lord Hood, not as prizes, but by a Convention. The cases of *Aboukir* and the *Helder* appeared to him to be not at all analogous. With respect to the latter, the fact was, that in the answer of the Dutch Admiral to the summons made by Admiral Mitchell, he, and his Officers, had surrendered themselves prisoners of war. The captors in that case were convinced of the justice of their claims, and had applied to the Admiralty to declare the right of capture. If the question of capture were once admitted in the instance of Toulon, he should maintain, that the land forces had an equal right with the fleet in dividing the value. He would not, however, go so far as to vote against the supply in the first instance, but he thought the opinion of the Right Honourable Gentleman, who was then in his place (Sir William Scott), should be taken, whether the Ships brought away from Toulon were good prizes or not? if not, he thought so large a sum ought not to be granted to Lord Hood at a moment when the financial distresses of the country were so great.

Sir *Home Popham* spoke in support of the motion, though he thought it had not been fairly stated. He then went through a detail of the circumstances of Lord Hood's affair at Toulon. His Lordship appeared off that port with 14 sail of the line, and there were actually 17 sail in the harbour. He disembarked the troops that were on board, took Fort *Malgue*, and threatened the enemy's fleet if they did not surrender. There was no secret negociation whatever between Lord Hood and the French Admiral St. Julien; it was nothing but a fair trial of their two military powers. St. Julien quitted his situation, with many others, who entered into the army of Carteaux. He then panegyrised the excellent conduct of Lord Hood at Basseterre, which must have had a great effect upon the French Commander, and contended that his Lordship had not only proved himself an excellent Sea Officer, but also an able Land Officer; and, in addition to both these, an able Statesman, by conciliating the affections of the inhabitants of Toulon, by taking possession of the place for Louis the XVIIth, to whom they were attached. There was for this purpose no Convention made, but the whole was the result of a military operation. The sum proposed, it should be recollected, was not merely to Lord Hood, but to his Lordship as one, and to a vast number of other Claimants. He felt that the House ought to consider the beneficial consequences of remunerating the gallant defenders of their country with liberality; and likewise to think of the bad consequences of neglecting or refusing to do so. We were again at war: Suppose Toulon were again to be attempted; would it not go very much against our interests to have it known, that the Officers did not receive the Rewards they merited? Lord Hood asked for remuneration. The question had not been brought forward during last war, for it would have appeared indelicate in the eyes of that Noble Lord to have libelled the Ships at a time when such a proceeding might have had an improper effect, considering the circumstances of the Capture. But after Peace, he thought it more proper to lay it before Government. He had done so, and it was to be hoped that no quirk or quibble of the law would defeat the great object of remunerating the gallant Officers as they well deserved.

Mr. *Creevey* thought this was a matter to be determined by law, and not of such a nature as properly to come under Parliamentary consideration.

The *Chancellor of the Exchequer* observed, that he had not spoken of any actual Convention; but that the whole transaction had the character of a Convention. He did not put it to the House as a question or claim of Right. No such word as Right had escaped the lips of the Noble Lord alluded to in the course of this transaction. He therefore put it to the liberality and generosity of the House; and begged them to consider, that the Nation had received all the use and benefit of the Ships; and to weigh well whether they ought not to recompence those who had procured them.

Dr. *Laurence* declared, that he was no niggard in matters that claimed generosity; but he could never agree with the gallant Officer, that, because this measure came thus recommended, Parliament ought not to consider, and examine it well, and fully. He likewise animadverted on what fell from the gallant Officer concerning the consequences of this being refused. He then went into an enumeration of various circumstances, pointing out the leading and different features of the transactions at the Helder and at Toulon; at the last of which, the fleet was in a great measure surrendered, but not captured. In such cases, the claim could not attach to the same extent. After noticing the proper practice in such cases, he declared he had no objection to an equitable remuneration; but the papers on the subject ought to be in every Member's hand, to examine them attentively before they were called upon to vote the sum proposed. As it was, it might go to furnish a very bad precedent for future demands. Considering that this service had been performed ten years ago, and during another Administration, he believed Ministers had thought they were only doing their duty, and acquitted them of every undue motive.

The *Chancellor of the Exchequer* said, that the Honourable and Learned Member had done him no more than justice in saying, that he believed he was only actuated by a sense of his duty in bringing forward this business. But in point of fact, the papers had been on the table much longer than the Learned Gentleman seemed to imagine. He wished once more to be completely understood, that he by no means brought this matter forward as any claim of Right. If he had thought it such, he never certainly should have thought of coming with it to Parliament. It was a broad question of National Liberality. Neither of the other cases mentioned were brought before Parliament; but his Majesty, by his prerogative, ordered compensations. He believed his predecessors in office would have done, in this instance, as he had done, after the length of time had elapsed, namely, to have brought it before Parliament

Dr. *Laurence* said, he had never seen the papers till just then.

Sir *Home Popham* explained to some points of Dr. Laurence's speech. His anxiety for the gallant Officers might have led him to use strong words; but it never could have been his wish or meaning, to say any thing that ought not to be said in that House.

Dr. *Laurence* explained.

Mr. *William Smith* thought, that whenever a British House of Commons was called upon to vote away such a sum, their disposition to investigate the reasons on which they were so called, ought not to be counteracted by the expectation of any other discussion. The matter itself was of sufficient importance. If he was to consult merely what, generally speaking, was due to the glorious exertions of the Navy; if he were to consult his own feelings for many in that Service with whom he was connected, he should not feel a moment's doubt as to the voting of the money; and, indeed, he had come down to the House with a disposition to do so; but he must confess, that what he had already heard in the course of this debate, had made a considerable change in his mind. He did not incline to think, that the gallant Officer had put the business on its proper ground. He rather leaned to the statement of the Chancellor of the Exchequer, that this was not a question of Right, but one of Liberality. Now this was a very good reason for a little longer time for enquiry. The quantum of the remuneration would depend upon the danger, the importance, and the brilliancy of the exploit. Then again, the gallant Officer had admitted, that the Army were concerned in the business. No one could possibly praise the exertions of the British Navy too much; no one could possibly feel disposed to praise them more highly than himself; but, surely, if the army were employed in that transaction, we ought not to reward one branch of service alone, unless any considerable reasons were given for it. The papers might have lain on the table ever since last January, but that mere circumstance did not suppose every individual member to be acquainted with them. It was not so material to know when the papers were first laid on the table, as when the notice was first given, which was but one or two days back: but that, in affairs of importance, was not time enough. He thought there were grounds sufficient to lead to a further examination of the subject, and for that purpose to a little delay; which, he hoped, would not be productive of any ill consequences to any of the parties. At the same time, he begged to say, that he was sorry to feel it a duty to interpose any further delay between the generosity of the public and the convenience of those who had served it. The length of time that had elapsed, might have almost exhausted them, and "hope deferred," might make "the heart sick."

Admiral *Berkeley* spoke in support of the motion, and said, that the British troops were marines, and that the other troops were *Neapolitans*, *Spaniards*, and other *Foreigners*.

The *Chancellor of the Exchequer* said, he understood that the statement of the

Hon. Admiral was a just one. He should wish to know, whether the troops were entitled to the remuneration as marines?

Sir *William Scott* gave his opinion in their favour. He likewise declared his conviction of the equity of the whole claim on the part of those who had been instrumental in a measure, which gave a death blow to the French trade in the Mediterranean.

The Hon. Mr. *Kinnaird* thought the convention was binding in all respects. It was made by two parties; the one composed of Frenchmen attached to their Sovereign, the other of the Officers of the British King. He wished to know whether, in case of the restoration of the King of France,.these Ships would be restored? Let it be considered as a remuneration, and not as a claim due to the captors. He should therefore move the previous question.

The *Chairman* informed the Hon. Member, that this was not a regular motion in a Committee.

Mr. *Johnstone* observed, that Lord Mulgrave, and several others of the British Army, were at Toulon.

The *Chancellor of the Exchequer* observed, that it was to the troops concerned in taking Fort Malgue that the remuneration would be given.

Admiral *Berkeley* explained.

Sir *Charles Pole* spoke from under the gallery, in favour of the motion.

Mr. *Windham* said, that the discussion had, like most others, given him some information upon the question, but had done nothing towards a decision. It was either a matter of right or of liberality; but it was not a settled question, whether we gained the Ships by a capture or a surrender. He remained ignorant of that point. If his ignorance was peculiar, he had better withdraw and avoid the decision. He was for some further examination.

The Hon. Mr. *Kinnaird* moved that the chairman should leave the chair, which was negatived.

The original motion was then put and carried.

FRIDAY, MARCH 29.

Mr. *Alexander* brought up *the Report of the Resolution of the Committee of Supply*, which sat yesterday, for the remuneration of Lord Hood, and the Officers, Sailors, and Marines of the British fleet under his command, at Toulon, at the commencement of the last war.

On the question being put, that the Report be now read,

Colonel *Calcraft* rose and said: he certainly felt much reluctance in offering any thing like resistance to the liberality of Parliament on the present occasion; but as, from a full perusal, and due consideration of the documents upon the table, he must differ very materially from those who last night seemed to think the claim of Lord Hood to so large a sum of the public money as 265,000l. so indisputable; he must now express his wish, that the House would at least pause a little, and take time to consider the subject somewhat more minutely, before they assented to a resolution, which, at such a moment as the present, was to grant away, almost without any consideration, so large a sum of the public money; and upon a claim which he certainly could not consider as fairly warranted. All he would at present ask, was, that the House, in so thin an assembly, might not be pressed to adopt the present resolution, but that it might at least be postponed until this day se'ennight, in order that it might have consideration in a fuller attendance of Members. If this was not granted to him, he must continue now to press his opposition, and to take the sense of the House upon the subject. After a short pause, Mr. Calcraft continued, and observed, that with respect to the transaction itself, he could not view it in the light of a victory obtained by Lord Hood, by the force of British arms, but to all intents and purposes a surrender to him, in trust for the King and people of France; and so specifically accepted. He could not, therefore, consider it as entitled to any reward or compensation, on the score of a capture by force of arms, or by any danger risked. No man had an higher opinion than he had of the bravery of the Noble Lord, and the gallant Officers, Seamen, and Soldiers under his command. He felt also, that it was an ungracious thing to interpose between the Liberality of Parliament and the Reward of Bravery.

especially in the Navy, always so popular with the feelings of Englishmen. Parliamentary Liberality, and the Remuneration of Bravery, were high sounding words; but he begged leave to say, that such a crisis as that in which the country now stands, is a time for *justice*, not *liberality*; and he wished particularly to call the recollection of the House to the first statement of the proposition offered last night by the Chancellor of the Exchequer, when he set out with a direct claim upon the justice of the country for the demand of Lord Hood, though he afterwards softened it down into an appeal to the liberality of Parliament: Thus, then, abandoning all justice on account of this claim, he appeals to the liberality of the House; but if once a door was opened to such claims, by acceding inconsiderately to this measure, such a precedent would be established as would expose the country to future claims without end. He begged, therefore, to say, that however Gentlemen might feel themselves disposed, individually, they should at least pause before they voted away the money of their constituents—Until they were first well assured, by due consideration of this subject, that they were acting justly as well as liberally. He concluded by moving an Amendment, *That instead of the word 'now,' the words 'this day se'ennight' be inserted.*

Sir *J. Nicholl* said; that after the very ample discussion the subject had undergone in the Committee last night, he was but little prepared to expect the opposition this day of the Honourable Member who had just sat down; neither did he feel it necessary to go very much at large into the question. In his own apprehension, every man who considered for a moment the important services rendered to his country by the Noble Lord, and particularly in the brilliant achievement at Toulon, more immediately in contemplation at this moment—an achievement which not only sealed the fate, but gave the death blow to the French marine—whoever considered the important addition made by that event to the British navy, and all the circumstances which since occurred upon that subject; must feel that Lord Hood, and the gallant Officers, Seamen, and Soldiers of his Fleet, on that occasion, had a strong claim, not only upon the liberality but upon the equity of Parliament. It was true, those Ships were taken in the name, and on the behalf, of the lawful claimant to the crown of France, and of his professed subjects, at the moment; and were to be held in trust for them by the British Government: but when it was considered, that a subsequent peace was made, under which the revolutionary Government of France was recognized, the claims of Louis XVIIth abandoned, and those very subjects at Toulon recognised as the subjects of the new Government; all claims on those Ships, for the account of the King of France, vanished, and they became the property of the Crown of England: as all spoils taken in war must become the right of the captors, or of the Crown, and not of the public. Those Ships, however, had been converted to the public service; the public had the advantage of them; and surely it could not be said, that the public ought not to pay for them, and that the gallant captors alone should forfeit their claims. He thought Lord Hood, in so long deferring his claims, had acted with the most laudable decorum, and now brought them forward with the utmost moderation; for he not only made no demand whatever for the delay he had sustained, but he only demanded the appraised value of the vessels, which must be considered, of course, upon the lowest possible scale of estimation.

Col. *Wood* differed totally from the Hon. and Learned Gentleman, and said, that however sanguine the opinions might be of some Gentlemen in that House upon the fairness of Lord Hood's claims on this head, the general opinion out of doors was quite the reverse; and upon the best consideration he had been able to give the business, he had no hesitation in declaring, that he thought that Lord Hood, so far from having any right to remuneration for the Ships taken at Toulon, *ought to pay for those vessels he had destroyed there.*

Mr. *Tyrwhitt Jones* was astonished at the sentiment expressed by the Hon. Gentleman who had just sat down, and wished it never had been uttered; for what must our brave Admirals and Seamen think of such an estimation of their services being held in the opinion of any Member within those walls—that instead of being applauded and remunerated for destroying the enemy's Ships, *they ought to be made to pay for them.* Such a sentiment he could not but sincerely deprecate, and he fully agreed with the Hon. and Learned Member who had previously spoken, in the fairness and equity of the claims of Lord Hood and his gallant forces; and relied on the liberality of the House for conferring the proposed remuneration. He fully coincided with the Honourable Gentleman who opened this debate, on the necessity of public economy; and he himself would have fought *tooth* and *nail* against a proposition to give away unjustly, or undeservedly, the public money; but on the present occasion, he thought it no more than a just and necessary exercise of the liberality of Parliament.

Mr. *Sheridan* said, that whatever might be the eagerness of Gentlemen to manifest the liberality of Parliament, by rewarding the services of the Noble Lord in question, he thought there was nothing in the case that called for such precipitancy, or that could render unreasonable the moderate request of the Honourable Gentleman who opened this debate; and with those sentiments, however unpopular or ungracious they might seem, he must, in a very great degree, coincide. Very high encomiums and compliments had been pretty liberally lavished upon the conduct of the Noble Lord, from the other side of the House, and far be it from him to derogate a tittle from even the most liberal share of praise to which the public services of that Noble Lord were justly entitled. One Hon. Gentleman had declared this night, that his conduct at Toulon had sealed the fate of the French Marine, and given it its death blow. Now it was his misfortune to differ most materially, as well from the opinion of Honourable Gentlemen this night, as from all the other rapturous compliments expressed on former occasions, by Gentlemen who were so deeply smitten with the brilliant achievements of the Noble Lord at Toulon—achievements, no doubt, as brilliant as the conflagration of a valuable fleet of Ships could render them; but which, if the enquiry for which he had felt it his duty to move on a former occasion, had been granted, he very seriously imagined that House, instead of being induced to vote their thanks to the Noble Lord, which he had opposed, or the liberal remuneration proposed this night, *would have been induced to pass upon his conduct, on that occasion, something like the severest censure and reprobation**. As to the achievement of Toulon, as it was called, so far was it from being the act of the Noble Lord, that it appeared to be a matter of surprize to him, into which he was led not without some reluctance. The Ships taken were not the result of a victory, but of a surrender, expressly made and accepted on behalf of Louis XVII. As to the Ships burned, for which the Noble Lord took so much merit on claiming no remuneration, a gallant Officer of the land forces, now no more, and a part of the army, had much more to do in that affair than the Noble Lord; and as to the assertion, that the operations of the Noble Lord on that occasion had sealed the fate of the French Navy, he begged to know, how came it then, that within six months afterward, a fleet of sixteen sail of the line sailed from that very arsenal, equipped by the very stores, which Lord Hood neither brought away, as he ought to have done, nor destroyed, if he could not bring them away? If the fate of the French Navy was sealed by that event, how came it that the battle of Aboukir was fought five years afterwards with a formidable French fleet, by another Noble Lord, who had certainly found something beside the affair at Toulon necessary to seal the fate of the enemy's marine?

But it seemed, from the statement of the Hon. and Learned Gentleman, that the House was called on to grant this sum to the Noble Lord, not as a right, but that he would condescend to accept it as a favour. This put him in mind of an incident in a dramatic piece, where Lord Foppington calls on his brother for five hundred pounds, which, he says, "he does not demand as a right, but will accept as a favour," and his brother answers, "by right or by favour, you seem anxious to have the money." *(A laugh.)* But for his own part, so far as the conduct of the Noble Lord was concerned in that affair, he thought, instead of reward, *he was entitled to the strongest reprobation*; for instead of employing the time he was in possession of Toulon to secure and send home, as he ought to have done, the Ships which had surrendered, and also the stores with which that arsenal so much abounded, he neglected the grand opportunity, by which he might, indeed, have done something towards effectually sealing the fate of the French Marine; and even when he found it necessary to quit the place, and had timely notice of that necessity, he contented himself with a scrambling and most ineffectual attempt to destroy the arsenal, and those stores which it was his duty to have brought away, but almost the whole of which, as well as a considerable number of Ships and Craft, he left totally uninjured, for the enemy to repossess. Our gallant troops were ordered on board the Ships without any notice of their final departure; and the loyal, but unfortunate inhabitants of the place, who had surrendered the town and arsenal to Lord Hood, were cruelly abandoned to the fury of their enraged countrymen. Those who attempted to escape on board our Ships were violently pushed on shore, and were abandoned to destruction in the very place which they had surrendered, in reliance upon the faith of a British Admiral, who left them to become the victims of their own credulity. Mr. Sheridan next adverted to the documents laid before the House, and contended that they were unsatisfactory. He concluded by declaring, that he could not give his assent to the measure.

---

* Mr. Sheridan here betrays an ignorance of the history of the last war; and speaks only of Lord Hood's conduct from general report.

The *Master of the Rolls* said, he thought that in the present case the House was bound to do every thing in the way of bounty and liberality, which it had done on similar occasions. From the beginning of Queen Anne's reign down to the present moment, no enemy's Ships were ever put into the possession of this country, without a compensation to the captors. If Lord Hood could have, with propriety, proceeded to lay his case before the Court of Admiralty, there would have been no occasion for the present application to the House, because a condemnation would have made these Ships his property. Had it not been for the Noble Lord, and the force under his command, these Ships would have remained a part of the enemy's force. By his interference alone were these Ships transferred to the British Navy. He had placed himself in such a situation, that he could have made a capture of them. His Lordship had ulterior objects of State policy to pursue. He wished to get possession of the town of Toulon, and not merely the Ships in the harbour, but the Ships in the dock-yards of Toulon, and also to endeavour to conciliate the favour of the people. Under all these circumstances his Lordship thought it prudent to abstain from insisting on an absolute surrender, and chose to rest satisfied with a qualified surrender of these Ships. In a Court of Prize, he could not have made a claim under such circumstances, where nothing short of an absolute capture was necessary. These Ships have joined his Majesty's Navy, and been in his service for *nine years*. During the war, when it was uncertain if the Bourbon family would be restored to their ancient Government, it was impossible for Lord Hood to make any claim upon certain and distinct grounds, such as those on which it at present rests. In the negociations at Lisle, it was proposed on the part of the French, that a restoration of these Ships should be made to them, because the surrender was made for the Crown of France Since the peace has been made, the Ships still remain in our possession, and the Bourbon family does not now exist to claim them. Lord Hood was, therefore, now in the situation of a captor, and was entitled to claim them. No other captor stood in a different situation, for certainly the present question is not to be decided upon a comparative view of particular victories. A captor who takes a prize without fighting a battle, is equally entitled to remuneration as if he had performed the most glorious achievements in obtaining it. This case was very different from the actions at *Aboukir* and *Copenhagen*. These victories were very glorious, but they had not been the means of acquiring any thing which demanded pecuniary compensation. The difference between *destroying* and *capturing*, was in the proportion of two to one; and therefore it appeared to him that the case was infinitely stronger in favour of Lord Hood, than either of the other cases.

Gentlemen who opposed this measure say, that they wished to know who were the individuals to receive this bounty. There was, however, no instance, from the time the practice began, of giving the amount of prizes to the captors, where, under such pretences, compensation was ever refused. The question then was, when would Lord Hood's right have become absolute, if he had brought these Ships away without any convention as to the surrender of them? It was said that the claim of the Bourbon family may possibly be revived even in future ages. He would not take upon him to decide that question, but it was absurd to think that we ought for ever to suspend the decision till the period that such a possibility should no longer exist It would be delaying it till all the people employed in this transaction were perhaps in their graves; and leaving it to their representatives to put in their claims, in a most irregular manner, and at various intervals of time. There were various instances similar to the present, where the bounty of the House had been called forth. In the case of the garrison of Gibraltar, if the captors could have been answered by being desired to go into a court of law, they would not have been recompensed by Parliament. It was in Lord Hood's option to have laid claim to these captures, but motives of delicacy had prevented him. To refuse compensation for these Ships would be holding out a bad lesson to other Officers of his Majesty's Navy, by encouraging them to attend solely to their own private advantage, and enter into no agreements or conventions, whereby any risk would be incurred of being deprived of compensation, by a decision of the House of Commons. As to the House not being fully informed of all the particulars of this affair, he should only observe, that it had been matter of notoriety for no less than ten years; and there was consequently no additional information that could be obtained. In short, his opinion was, that although the Noble Lord's case was not one which could be determined in a Court of Law, the House were no less bound in justice to put him in the situation of an ordinary captor, by granting the compensation proposed.

Mr. *Sheridan* explained.

The *Chancellor of the Exchequer* said, he rose for the purpose of adverting to what had been said by an Hon. Gentleman opposite to him (Mr. Sheridan). Those Ships which afterwards fell into the hands of the enemy, were included in the present valuation, because they were actually manned by British seamen, carried the British flag, and had been employed by Lord Hood in the Mediterranean, during the summer of 1793. They had been admitted into the harbour of Toulon, by the enemy's batteries, while they had the British flag flying. The sum proposed was intended to be voted to Lord Hood, in trust for all those who had been concerned in the capture at Toulon. He trusted the House would do him the credit to believe, that no greater sum had been demanded, than the claims tendered had really amounted to. He apprehended that his Majesty's right to all captures, was inherent in the Crown, without any constraint or controul. There was no desire to hurry this matter through the House when there was a scarcity of Members. It was brought forward on Thursday last, a day on which a very full House was expected, and the papers have been lying on the table since the 13th of February. It was material to the happiness and peace of mind of all those interested, that this question should no longer be delayed, if it was thought fit to be decided at all.

Mr. *Bankes* thought it would be impossible to accede to the proposition, as to those eight Ships which were marked in the papers as not having been out of Toulon, because it was improper to pay for any but those from which the public had reaped a permanent benefit. He wished to know from what fund it was proposed to make this remuneration.

The *Chancellor of the Exchequer* said, that it would be paid out of the Naval Fund for the year.

Mr. *Johnstone* said, he was convinced by the treaty of eight articles which Lord Hood had entered into with the people of *Provence*, that he had received those Ships in trust only, and therefore the Noble Lord, as acting for his Majesty, could make no claim. Under such circumstances he could not persuade himself, that Lord Hood was entitled to the sum of 300,000l. of the public money, at a time when we were engaged in an expensive war, of which we cannot conceive the termination. All the 25 Ships ought to have been brought away when we were forced to cede Toulon, as soon as Lord Hood foresaw the events which were about to take place. He therefore rested his whole argument upon this fact, that this was not a capture, but a cession in consequence of a treaty.

Mr. *Alexander* said, *he never heard more absurd arguments used, in order to do away the grateful feelings of the House.*

Mr. *Burroughs* thought there could be no distinction observed between the vessels captured on that occasion; and he was surprised to hear such a discussion about a matter for which the House had formerly voted thanks to the Noble Lord in question.

Dr. *Laurence* agreed, that the prerogative, as to captures, remained in the Crown, and that the proposed sum might even have been granted without any application to Parliament, but it was for the House to decide as to the propriety and justice of such donations: it was left for it to determine the quantum of remuneration to be allowed upon that occasion.

The *Attorney General* said, it would be proper to give the full value of all the Ships mentioned as being captured and destroyed on that occasion. After ten or eleven years the claim was now brought forward solely as a question referring to the King's liberality. The King thought that the whole amount ought to be granted. Such a recommendation from his Majesty would be a sufficient record of the fact.

The report was then read, and the resolutions agreed to.

THURSDAY, APRIL 5.

Sir *James Harris* presented an account of the number and tonnage of Ships built for his Majesty's service since the commencement of the war.

WEDNESDAY, APRIL 25.

Mr. *Jervis* gave notice, that he would, on this day se'nnight, move for leave to bring in a bill, founded upon the fourth report of the Commissioners on the Naval Enquiry, for the better regulation of the Distribution of Prize Money.

FRIDAY, APRIL 27.

CALEDONIAN CANAL.

The *Chancellor of the Exchequer* said, the object of the resolution which he had now to propose, was for carrying on that truly great national work, the Caledonian Canal, for joining the Eastern and Western Sea, from Inverness to Fort William. This canal was of vast importance to the general commerce of the empire, but attended with peculiar advantages to Scotland. To Ireland also it would afford the opportunity of a direct communication with the North Sea. This grand work was to be executed on a scale very different from that of the canals in England, being to be made capable of conveying frigates of 32 guns, and thus affording additional means of defence, and naval and military operations. The Right Honourable Gentleman entered into a history of the proceedings relative to this undertaking from the survey of the Highlands, by the order of the Commissioners of the Treasury in 1801. This report of the survey made by that skilful engineer, Mr. Telford, had been laid before the House, and referred to a Select Committee, before whom another very able engineer, Mr. Jessop, had confirmed the utility and practicability of the work, and the estimate of the expense of completing it. The expense of completing it was estimated at between 4 and 500,000l., which, in an undertaking of such general benefit, could not justly be suffered to fall on the adjoining landholders, if they were capable of bearing it. The sum was too great to be borne by the adjoining country, but the landholders were willing to give every assistance to the promotion of the work, by giving land for nothing, and giving various facilities besides. Among the objects for which this work was undertaken, a principal one was to check the spirit of emigration which prevailed in the Highlands in 1801, and which still prevailed to some degree, and preserve to the country one of the most valuable classes of the men of whom its armies were composed. This work would contribute largely to that effect, by affording present employment and giving facility to the establishment of commerce and manufactures in its vicinity. It was intended that only 50,000l. should be granted from year to year, till the work was compleated, in order that the money should not be taken out of the public purse in a larger proportion than was necessary for the current expense. He concluded with moving, that this sum should be granted for this year. Agreed to.

Admiral *Berkeley* wished to be informed if the 15,000 marines were included in, or added to, the 68,000 seamen voted on a former occasion.

Mr. *Tierney* said, that the monthly returns were made only to him, and the whole, including the marines, amounted to 102,000 men.

MONDAY, APRIL 30.

Navy Supplies voted, (exclusive of 325,000l. Ordnance Sea Service,) 11,715,000l.

WEDNESDAY, MAY 2.

Mr. *Jervis* postponed, to this day se'nnight, his motion for leave to bring in a Bill upon the Fourth Report of the Board of Naval Enquiry.

An Officer presented at the bar the 6th Report of the Board of Naval Enquiry, from the yards of Woolwich and Plymouth.—Ordered to be printed.

MAY 5.

Mr. *Curwen* presented a petition from the traders and merchants of Workington, praying for the formation of a navigable harbour at Ramsay.—Ordered to lie on the table. It was also ordered, on the motion of Mr. Curwen, that an humble address be presented to his Majesty, praying that there be laid before the House copies of the petitions presented by the inhabitants of Ramsay to the persons appointed to take a survey of the Isle of Man in 1791, with a view to its improvement.

MAY 8.

An account was presented from the Navy Office, of the number of troops employed as marines on board his Majesty's Ships of war.—Ordered to lie on the table.

MAY 9.

Mr. *Jervis* observed, that the Fourth Report of the Commissioners of Naval Enquiry had stated that there was great impropriety in the conduct of certain Prize Agents in some instances. To remedy this evil as much as possible, by preventing the extension of such practices, was the object of the motion of which he had given notice to the House. When money lay unclaimed in the hands of these gentlemen for any considerable length of time, there might possibly be a temptation to them to act against their duty. He thought therefore, that it would be advisable to establish one General Office where the money should be deposited; that the profits of 5 per cent. upon the net proceeds should be divided between that Office and their Agents in a given proportion; and that the interest for the use of the large sums which were known to be so frequently in the hands of Prize Agents should not be suffered to go into their pockets, but should be accounted for to the Captors, in order that they might be benefited as much as possible in the receipt of the well-earned reward of their gallant exploits. He should also wish that the time of payment should be made an object of more general notoriety than it at present is. He then moved that leave be given to bring in a Bill to secure the speedy distribution of Prize money, and to regulate the practice of Prize Agents.

Mr. *Dent* stated, that the irregularities to which the Honourable Member alluded, were only the practice of certain West India Agents. If the operation of the Bill was confined to them only, he should give it his support, but he saw no necessity for the introduction of any general measure on the subject. Dr. Laurence spoke nearly to the same effect.

After some further consideration, leave was given to bring in the Bill.

MAY 10.

Mr. *Jervis* brought in the Prize Agents' Bill, which was read a first time, and ordered to be read a second time to-morrow se'nnight and printed.

MAY 17.

Mr. *Ward* presented a petition from certain Prize Agents against the provisions of the Prize-Agency Bill. It was ordered to lie on the table, and the petitioners to be heard by themselves or their Counsel on the second reading of the Bill.

JUNE 7.

On the order of the day being read for the second reading of the Bill for the better regulation of Navy Prize Agency,

Mr. *Dickenson* thought the Bill a measure of such great importance, and as affecting the interests of so great a body of men, as the whole of the Prize Agents of this country, and the whole of the Officers and men of his Majesty's Navy, that some further time ought to be given before the House was called on to decide finally on the measure. The Board of Admiralty, he said, had taken the subject into consideration, but found it so complicated, and involving so many contrary interests, that they had not yet come to any decision upon it. He hoped, however, there would be no objection to postponing the second reading till Tuesday se'nnight.

Mr. *Addington* rose to remind the House that this Bill had already been a considerable time pending; that it was founded upon the Report from the Commissioners of Enquiry into Navy Abuses, of which abuses, those of Prize Agents formed a considerable part, and made so long since as last July. That his Hon. Friend (Admiral Markham,) had brought forward the Bill so long since as February last; that although various causes had since occurred to delay the progress of this Bill, yet it was one of great importance, because it went to rectify and ascertain the mode by which the sailors of the British Navy, who fought the battles of their country, were to receive fairly the produce of the prizes they had won, as the remuneration of their gallantry. The Session was already so far advanced, that any farther delay would risk the loss of this Bill in the present year. The House would recollect, that on appointing Commissioners to enquire into the abuses in the Naval Department, the subject of Prize Agency was one to which, in a very particular manner, they had directed the vigilance of the Commissioners. The object of the present Bill, founded, as it was, upon the result of minute inquiry, was to establish the most rapid mode of decision possible, by which the British captors of lawful prizes might be enabled to obtain their rights, and to appoint a safe place of deposit for the proceeds of their captures, until such time as their rights should be ascertained, and where they might apply for information, or payment, in the proper time, instead of being left at the mercy of Prize Agents. Against the principle of the Bill he was confident there could not be any objection, nor did he understand that any was likely to arise; but he trusted, that the circumstance of the present Admiralty Board not having had time, in the multiplicity of their concerns, to come to any decision upon the Bill, would not be allowed to operate with the House, as a reason for further delaying, beyond this day, the second reading, which would acknowledge the principle at least. But if the Government would even pledge itself to support the Bill in the next Session, it would afford high satisfaction to his mind, and render him the less anxious about pressing it forward at so late a period as the present.

Mr. *Pitt* said, that his Hon. Friend (Mr. Dickenson) in naming a particular day for the second reading of the Bill, which, for the reasons he had assigned, he thought more eligible than the present, ought fairly to be understood as giving a proof of his intention to go on that day into the discussion; but really, upon looking into the Bill, it was found to contain many points so extremely knotty, and so likely to excite much difference of opinion in the detail, that the Board of Admiralty, in the multiplicity of important concerns which had pressed upon them since their accession to office, had not had time to give it the necessary deliberation, so as to make up their minds on the Bill. His Majesty's Government would therefore give no pledge upon the subject one way or the other: they would not content themselves with saying the principle was a good one, and therefore pass the Bill without examination or comment. They did not chuse to amuse the House with empty words, or pledge themselves to the adoption of a measure without examination or alteration; nor did he think the matter so very pressing, after so long a delay as it had already experienced, to defer it only for a few days longer. This species of argument, he was sure, had little chance of being satisfactory to the Hon. Gentleman who spoke last, and who, notwithstanding the delay the Bill had already experienced under his auspices, was ready to defer it till next Session. But it was very extraordinary, that though the Bill was alledged to be founded upon a Report so remote as the month of July last, and the Bill brought forward so early as last February, the Hon. Gentleman who thought it now so urgently necessary, did not take a much earlier opportunity, when he might have so done, to press it forward with more expedition.

Mr. *Johnstone* thought the delays in the decision of causes in the Prize Court were full as much an object of complaint as any to which this Bill was directed. He said, that the new Ministry had been now a month in office, and it was extraordinary they could not, in that period, find time to consider a Bill of so much importance.

Mr. *Sturges Bourne* considered this an unfair attack upon his Hon. Friends, who had, only a few days since, taken their seats since their re-election.

Mr. *Ward* said, that the clauses of the Bill went to establish a new Board, under the direction of the Board of Admiralty, with salaries to the amount of 6 000l. per annum. If the principle merely went to the rights of seamen, and the establishment of a speedy mode of redress or justice towards them, there could be no objection; but this bill went to alter the whole system of agency, and to take away the right of individuals to appoint their own agents.

The Bill was ordered for the second reading on Tuesday se'nnight.

JUNE 8.

Sir *William Elford* rose, and observed, that he had some time since announced his intention to bring forward a motion for enquiry into the conduct of the late Board of Admiralty, touching certain transactions which had occurred by their authority; but that this motion had been, from one cause or other, deferred from time to time. It was now his intention to withdraw his motion altogether; however he thought it due, in respect towards the House, to explain his motive for so doing. One of his objects in the intended motion, was a hope, that from the representation of their conduct, which he should have stated to the House, that he might induce the House to address his Majesty for their dismissal; the other, that he might be able to procure justice to certain persons, whom they had thought proper to dismiss from their employment, and whom they had, in that and other respects, severely injured. The former of these objects had been already answered; the other, he trusted, would have due attention from his Majesty's present Government. He would therefore now withdraw his notice, reserving to himself, however, the liberty of reviving it on a future occasion, if that justice should not be rendered.

JUNE 13.

Mr. *Rose* observed, that according to the Prize Act passed last Session, all East India prizes which were taken and brought into Liverpool, were ordered to be warehoused, and could not be brought to the port of London, where it was provided by the Act that they must be sold, which was attended with great inconvenience, as they were subject to the port duties of London, in addition to those already paid. He therefore moved, that the House resolve itself into a Committee to consider of the Prize Act, which was agreed to.

The House then resolved itself into a Committee on the said Act, Mr. Alexander in the Chair.—The Bill being read *pro forma*,

Mr. *Rose* moved, that the Speaker be directed to move for leave to bring in a Bill to amend the said Act, and to permit Prize Goods brought to the Port of Liverpool to be sold there.

The Report was brought up and agreed to, and a Bill ordered thereon.

JUNE 14.

Mr *Rose* brought up a Bill for allowing the sale of certain East India Prize Goods in the Port of Liverpool.—Read a first time.

JUNE 15.

The East India Liverpool Prize Goods Bill was read a second time, and ordered to be committed on Monday.

JUNE 18.

On the motion of Mr. Rose the House resolved into a Committee on the Liverpool East India Prize Goods Sale Bill.—Ordered to be reported to-morrow.

Mr. *Alderman Combe* presented a petition from certain Merchants of the City of London against the Bill, and praying to be heard by Counsel.

Mr. *Rose* expressed some surprize that such a petition should come forward. The petition stated, that the sale of those goods at Liverpool would be injurious to the interest of the City of London. Now, the only persons whose interests it could be supposed to injure were the East-India Company, and the Bill had their concurrence. The goods had been landed at Liverpool by the permission of the Board of Customs, and stored in their warehouses: and if this Bill were rejected, a heavy expense must be incurred in re-shipping, besides that of freight and insurance up to London, where they would then be sold; and the only result that could happen, would be a very heavy loss to the owners, without any service whatever to the City of London, or the India Company. He conceived, therefore, that the only persons who could hold up any pretence of injury must be Brokers and Underwriters, and trusted that the House would not be induced to reject the Bill on that account.

The petition was ordered to lie on the table, and leave given to the Petitioners to be heard by Counsel on the Report of the Bill.

JUNE 19.

Mr. *Jervis* moved, that the second reading of the Prize Agency Bill be deferred to this day se'nnight.

Mr. Pitt, Mr. Dickinson, Admiral Berkeley, Mr. Dent, Mr. John Nicholls, and Dr. Laurence, in a word or two each, expressed their general disapprobation of the measure, which was defended by Mr. Jervis and Sir Charles Pole; after which the motion was agreed to.

Promotions and Appointments.

CAPTAIN William Fothergill is promoted to the rank of Post Captain, and continues in the command of the Lancaster of 64 guns in the East Indies —Captain Pickmore is appointed to the Utrecht, the Flag ship of Admiral Holloway, at Deal; Captain G. Burlton, to the Adamant; Captain Butt, to the Inspector; Lieutenant Burlton, to the Rangler. Mr. Trounsell is appointed Secretary to Sir. F. Gower. Captain Spranger, to the Amethyst, *vice* A. Campbell; Captain Frazer, to the Sea Fencibles at Liverpool; Captain Ayscough, to be Sir J. T. Duckworth's Captain; Lieutenant O. B. Greene, (of Southampton,) to be a Commander; Captain Davis, to the Perseus; Captain Newman, to the Veteran; Captain Hawke, to the Majestic; and Captain Searle, to the Helder; armed Ships: Mr. E. Harvey, to be Lieutenant of the Amethyst; Mr. Shugar, to be Purser of the Malabar; and M. Manby, late of the Apollo, to the Hindostan.

Captain Hurd is commissioned by the Board of Admiralty to take the most accurate soundings off Brest, to ascertain, and lay down on a chart, the sunken rocks that endanger our blockading fleet off that harbour: this experienced Officer sailed from Plymouth on Sunday last, upon this survey. Captain Stewart is appointed to the Cormorant; Captain Mackay, to the Alert; Captain Slade, to the Railleur; Captain White, to the Avenger; Captain Stuart, to the Royal Sovereign, Sir R. Bickerton's Flag ship; Lieutenant Napier, to the Signal Post on Maker Heights, *vice* Burdwood, deceased; Lieutenant J. Ayscough, to the Guachapin.

C. Bishop, Esq. of Doctors' Commons, is appointed King's Proctor, in the room of the late Mr. Heseltine.—Dr. Baird late of the Board of Commissioners of Sick and Hurt, is appointed Inspector of Hospitals.

Lord Garlies is appointed to the Ajax, of 80 guns, which is taken out of dock. Lord W. Stuart, of the Crescent, succeeds Sir Sydney Smith in his command, whose state of Health is much impaired by his late professional duties.

The Honourable Captain Paget is elected Member for Melborne Port, in the room of his brother, Lord Paget.

Sir Erasmus Gower is appointed Commander upon the Newfoundland Station, in the room of Admiral Gambier, appointed a Lord of the Admiralty.

Arrived from town Captain Duff, who is to go out to take command of the Mars, of 74 guns, *vice* Rear-Admiral Sutton, 2d in command at Plymouth; Captain Pym at present has the command of the Mars, on the Ferrol Station. Admiral Sir J. Orde, Bart. or Admiral Sir R. Curtis, are talked of as the successor at this port to Sir J. Colpoys, one of the Lords of the Admiralty.

Sir H. Neale resigns his seat at the Admiralty, in consequence of his being appointed to the command of the Royal Yacht. Admiral Gambier will have his house at the Admiralty.

The King has been pleased to grant to the Right Honourable George Canning the Office of Treasurer of his Majesty's Navy.

The following Captains, who were omitted in the late promotion of Flag Officers, are to be placed on the retired list of Captains, with the rank of Rear-Admiral; viz. Honourable M. Fortescue, Sir Harry Heron, Bart. Charles Hughes, James Samber, R. Milbanke, W. Booth, E. Herbert, W. F. Greville, John Breton, James Burney, J. Wainwright, J. Gibson, T. Rawe, and J. Iggulden, Esqrs.

Captain C. Cole is appointed to the Culloden, (Sir E. Pellew's Flag-ship); Captain Coghlan, to the Renard, *vice* Cathcart, made a Post Captain; Lieutenant M. A. N. De Strack, of the Milbrook; and —— Cutlipp, of the Castor, to be Commanders: Captain Mackellar, to be Agent for Prisoners at Halifax; Captain C. Jones, to the Prospero bomb, *vice* Humphries, promoted; Captain J. Watson, to the Empervier at this port; Lieutenants Ratsey and Hawtayne, of the Isis, to the Culloden; Captain Sheriff, to the Anne.

BIRTH.

At Malling House, near Lewes, the Lady of Captain J. Young, of a son.

MARRIAGES.

At Portsea, Captain Stedman, of the Portland Prison Ship, to Miss Edney.

Captain H. R. Glynn, to Mrs. W. Turquand, widow of the late Captain Turquand.

At Blackfriars, R. Saumarez, Esq. Surgeon, brother of Sir J. Saumarez, to Mrs. Hetherington, of Burrow Buildings.

June 12. Captain William Hotham to Miss Jeynes, daughter of Sir Edward Jeynes.

13. Captain Tobin, to Mrs. Duff, of Richmond.

14. At Yeovill, T. Mould, Esq. Lieutenant and Adjutant of the Portsmouth Division of Marines, to Miss H. Rawlings, youngest daughter of Dr. Rawlings, of Yeovil.

Lieutenant C. Bowen, to Miss Hardy, of Charlotte Place.

At Hampstead, Lieutenant Guyon, to Miss Debaufre, daughter of Mr. Joseph Debaufre, of Hampstead.

OBITUARY.

May 26. At the house of John Ellis, Esq. at Hurlington, near Fulham, in the 43d year of his age, Vice-Admiral Christopher Parker, by whose death the service has lost a most active and valuable Officer. In the early part of his life, during the war with America and France, he distinguished himself upon several occasions in the West Indies, but particularly at the siege of Amoa, where he led the attack against the fort as Captain of the Lowestoffe. In the most gallant and spirited manner he likewise, in the command of the Diamond, engaged la Fee, a French Frigate of equal force, and after a sharp action, compelled her to take refuge under the enemy's batteries at St. Domingo. At the commencement of the late war with France he commanded la Blanche Frigate, on the Windward Islands Station, and upon the capture of St. Lucie was sent home with dispatches by Earl St. Vincent. He then served under Earl Howe, as Captain of the Valiant, in the Channel Fleet; afterwards, as Rear-Admiral, he served in the same

Fleet, under Sir John Colpoys; and, lastly, with the rank of Vice-Admiral, as second in command to Admiral Dickson, in the North Sea, till the conclusion of the war. The remains of this distinguished Officer, who was the only son of Sir P. Parker, Bart. Admiral of his Majesty's Fleet, were deposited in a vault of his family at St. Margaret's Church, Westminster.—The grave must not be suffered to close upon such a man, without that eulogy which he so truly merited: Praises of the living may be called adulation; but, after death, even malevolence may allow them to emanate from a purer source. Though the British Navy boasts a more extensive list of illustrious characters than any other corps of any other country, yet it must be acknowledged, that this diminution is a severe loss to the service; for he, whose death is now bewailed, received the most flattering marks of approbation and esteem from Earl Howe, under whom he acted; and the Earl of St. Vincent, Lord Gardner, Admiral Cornwallis, Sir John Colpoys (his Commanders at different times), will unite their willing testimony of his desert. His Ship was always in the best state of discipline, and for this simple reason—there was no needless severity towards the men—no offensive haughtiness to the Officers: he supported the dignity of a Commander upon deck, and exhibited the easy manners of a gentleman in the cabin. Thus did he conciliate the regard of all;—they obeyed with the cheerfulness of affection; and were as anxious for his fame, as if each individual partook of it. His whole system evinced a comprehensive mind, and a philosophical knowledge of the sort of men he had to command: His courage was of the best sort; as free from rashness as it was devoid of fear; when a moral duty was to be performed, there was no labour which he would not undertake; no danger that could appal him.—He was the early companion and intimate friend of Lord Nelson. When this great man (the hero of Aboukir and Copenhagen,) was receiving the meed of well-earned applause at a Royal table, he observed (with the generosity which ever accompanies genuine merit), that his successes were owing to his good fortune, which had placed him in those stations; "for," said he, "there are many other Officers who would have done as much under similar circumstances; one I will venture to name—CHRISTOPHER PARKER."

At Poole, the 29th of Jan. Captain Thos. Durell.—Captain H. Mitford, supposed to be drowned in the York.—Lately, at Edinburgh, Captain Simon Mackenzie.—Captain William Tahourdin.—Captain Charles Dixon.—Captain Thomas Larcom.—Captain J. W. T. Dixon, drowned at the wreck of the Apollo: For particulars, see *Naval Chronicle*, page 392 of this Volume.—Lately, at Leith, Mr. J. Thompson, Commander in the Navy—At Swanage, Mr. Martin Cole, Commander in the Navy.—Mr. John Melhuish, Commander of the Perseus Bomb—Captain T. P. Durell.—At Salisbury, Lieutenant de la Touche.—Lieutenant Murray, of the Blanche Frigate—Lieutenant Benjamin Symes, of the Hunter.—Lieutenant Thomas Livesey, of the Æolus.—Lieutenant Evans, of the Ulysses.—Lieutenant G. W. Stedman, of the Tartar. This meritorious Seaman was killed in the service of his country, off the Island of Cuba, on the 24th of Nov. 1803 He was the eldest son of Lt.-Colonel J. G. Stedman, deservedly held in high estimation as an Officer, and also as an Author, from his Narrative of an Expedition to Surinam.—Lieut. Edward Hallum—In the West Indies, Lieut. Domett, said to have been blown up in a tender with 16 men.—Lately, Lieut. George Hire—Lieutenant Thomas Salmon Richards.—Lieutenant W. J. M. Leake, killed in the Swift hired cutter.—In the West Indies, Lieutenant Samuel Neville, of the Centaur, of his wounds—Lieutenant Charles Wilson, lost in the Apollo.—Lieutenant N. Rooke—In the Elephant, at Jamaica, Captain Peers, of the Marines—Captain Fitzgerald, of the Marines.—On board the Gibraltar, Captain Robert Johnstone—In Mountstown, Lieutenant W. Boyd, of la Pique—Lieutenant Marshall, of the Guachapin.—Lieutenant Holmes, of the Hippomenes.—At Plymouth Dock, Mr. T. Lion, Master in the Navy.—Mr. Joseph Jones, Purser of the Elephant.—Mr J. P. Raner, Purser of the Theseus.—M. A. Sheppard, Purser of the Vanguard.—Mr. J. Burdwood, Purser of the Port Mahon—Mr. F. Shove, Purser of the Æolus.—Mr. W. Chambers, Purser in the Navy.—Mr. Adam, Purser of the Hippomenes—Mr. J. Britain, Purser in the Navy.—On the 7th of April, at Newcastle upon Tyne, Lieutenant Samuel Gooch, of his Majesty's armed Ship, Providence.—In Devonshire Place, the infant Son of Captain M. H. Scott, of the Royal Navy.

APPENDIX.

No. I.

In the Three First Volumes of our CHRONICLE, *we gave some Historical Lists of the Royal Navy on a new and enlarged Plan, which received the Approbation of the first Characters in the Service. The Return of one of the oldest of our Correspondents has enabled us to renew this and other Articles of equal Interest; and to make new Arrangements for the general advantage of our Subscribers.*

HISTORICAL LIST
OF
THE ROYAL NAVY
OF THE
UNITED KINGDOM
OF
Great Britain and Ireland,

From the Commencement of the present War, in May 1803, *to May* 1804:

ACCORDING TO THE DATE OF EQUIPMENT, WITH THE NAMES OF THE COMMANDERS WHO COMMISSIONED EACH RESPECTIVE SHIP; THE YARDS IN WHICH THEY WERE FITTED OUT; AND VARIOUS OTHER ANECDOTES RESPECTING THEM.

LETTERS OF MARQUE, AND REPRISALS,

Were issued on the 16th of May, 1803, and the King's Declaration was dated May the Eighteenth. *(See Naval Chronicle, Vol. IX. p. 407.)*

RETROSPECT.

THE Peace Establishment, at the beginning of JANUARY 1803, commissioned Ships to the amount of 38 of the line; 13 Ships from 56 to 50 guns; 107 frigates; and 141 sloops, &c. The total of the ORDINARY at the ports of *Portsmouth*, *Plymouth*, *Chatham*, *Sheerness*, and in the *River*, was 326 vessels.—The *Conquerant*, 74, one of Lord Nelson's prizes, brought home by Commodore George Clarke, was broken up at *Plymouth*.—Parliament voted 50,000 seamen for this year: the war establishment had been 120,000.

BEGINNING OF FEBRUARY,

The reduction brought the Naval Force to 37 Ships of the line; 12 Ships from 56 to 50 guns; and 103 frigates. The number of the next class was rather encreased; Sloops, &c. amounting to 144. In the course of this month the *Tisiphone* fire ship, 18 guns, and the *Unicorn* frigate, 32 guns, were put in ordinary. The *Pomone*, 44, and the *Suffolk*, 74, were broken up; and the *Brave* gun-vessel, of 12 guns, was sold,

BEGINNING OF MARCH,

Our Naval Force in commission consisted of 38 Ships of the line; 13, from 56 to 50 guns; 98 frigates; and 136 sloops, &c.—Total in ordinary, 333. *La Prudente*, of 38 guns, taken from the French in 1799, was sold; as were the *Rainier* sloop, of 16 guns, and the *Garland* tender, of 6 guns: the *Merlin* sloop, of 10 guns, was broken up.—The total number of Flag, and Commissioned Officers, amounted to 132 Flag Officers; 666 Post Captains; 410 Commanders; and 2462 Lieutenants. During this, and the preceding month, the merchants of *Dartmouth* purchased large quantities of ship-timber, in order to contract with Government for building three frigates of a large scantling on the slips at that port. Ten thousand additional seamen were voted for the service of the State; and, on the 8th of March, the following Message from his Majesty was read in both Houses of Parliament:—

"G. R. His Majesty thinks it necessary to acquaint the House of Commons, that as very considerable military preparations are carrying on in the ports of *France* and *Holland*, he has judged it expedient to adopt additional measures of precaution for the security of his dominions. Though the preparations to which his Majesty refers are avowedly directed to colonial service, yet, as discussions of great importance are now subsisting between his Majesty and the French Government, the result of which must at present be uncertain; his Majesty is induced to make this communication to his faithful Commons, in the full persuasion that, whilst they partake of his Majesty's unvarying solicitude for the continuance of Peace, he may rely with perfect confidence on their public spirit and liberality, to enable his Majesty to adopt such measures as circumstances may appear to require for supporting the honour of his Crown, and essential interests of his People."

BEGINNING OF APRIL,

We had in commission 55 Ships of the line; 14, from 56 to 50 guns; 103 frigates; 138 sloops, &c. Total in ordinary, 300. The *Tisiphone* fire-ship, 18 guns, built in 1784, was sold; as were the *Wolf*, *Scourge*, *Vengeance*, *Terror*, and *Eagle* gun-vessels.—The *Pallas*, of 38 guns, built in 1780, and the *Hebe*, of 38 guns, built in 1782, were broken up. On the 23d of April, the *Colossus*, 74 guns, was launched at Deptford. At the close of the month of April, we had in *Commission* 67 ships of the line; 16, from 56 to 50 guns; 104 frigates; and 129 sloops, &c. Total in *Ordinary*, 274.

HISTORICAL LIST.

The following List will serve to trace the gradual Increase of the British Navy during the present War, and will mark the Priority, and Length of Service of respective Ships.

SHIPS THAT WERE IN COMMISSION DURING MAY, 1803,

ALPHABETICALLY ARRANGED ACCORDING TO THEIR RATES.

First Rates.

1. BRITANNIA, 100 Guns, commanded by the Earl of Northesk. Built at Portsmouth in 1762.—Spithead: At present off Brest.

2. ROYAL SOVEREIGN, 100 Guns, Captain R. Curry, acting. Built at Plymouth in 1786.—Plymouth: At present commanded by Captain P. Malcolm in the Mediterranean; sailed from England Feb. 3.

3. SAN JOSEF, 112 Guns, Captain P. Spicer, acting: taken from the Spaniards in 1797.—Fitting out at Plymouth: Since, the flag-ship of Sir C. Cotton, Bart. Captain J. T. Rodd. With the Western Squadron.

4. SALVADOR DEL MUNDO. 112 Guns, taken from the Spaniards in 1797.—Rear-Admiral Dacres; Captain C. H. Lane.—Plymouth: Since made the flag ship of Admiral Sir J. Colpoys, K.B. Captain John Dilkes. Plymouth.

5. VILLE DE PARIS, 110 Guns, Captain T. R. Rickets; built at Chatham in 1795, and called after Count de Grasse's flag-ship taken by Rodney in 1782. Fitting at Plymouth: At present bearing the flag of the Hon. Admiral W. Cornwallis. First Captain, W. Domett; Second Captain, ——— Gosselin.

6. VICTORY, 100 Guns, Vice-Admiral Lord Nelson. First Captain, George Murray; Second Captain, S. Sutton. Sailed on the 20th of May 1803, for the Mediterranean. This ship was built at Chatham in 1765. She was Admiral Keppel's flag-ship in 1778; Lord Hood's in 1793; and Sir J. Jervis's in 1797.

Second Rates.

1. DREADNOUGHT, 98 Guns, Hon. Admiral Cornwallis; Captain E. Brace; cruising off Brest. Built in the King's dock yard at Portsmouth, 1801. The old Dreadnought in 1730 was a third rate, 60 guns, 938 tons; and in 1731 was attached to Sir Charles Wager's fleet, commanded by Captain Geddes.—Commanded at present by Captain J. C. Purvis in the Western Squadron.

2. NEPTUNE, 98 Guns, Captain W. O'Brien Drury. Built in 1797 at Deptford. Cruising off Brest under the same Commander.

3. PRINCE, 98 Guns, Captain R. Grindall. Built at Woolwich in 1788. Was in Lord Bridport's gallant action, June 23, 1795, commanded by Captain Hamilton.—At present with the Western Squadron.

4. PRINCE OF WALES, 98 Guns. Captain John Giffard. Built at Portsmouth in 1794.—Spithead. Served during the last war in the West Indies. At present bearing the flag of Rear-Admiral Sir R. Calder, Bart. Captain W. Cumming. Irish Station.

5. WINDSOR CASTLE, 98 Guns, Captain Albemarle Bertie. Built at Deptford in 1790. She was commanded by Captain Gore in the action of the 14th of February, 1797. This is a very old name in the British Navy. This Ship bore the flag of Vice-Admiral P. Cosby in 1793; of Rear-Admiral R. Linzee, 1794, when Captain Edward Cooke commanded her; of Rear-Admiral R. Man, in 1795; and of Vice-Admiral Sir A. Mitchell, in 1802.—In May, 1803 at Spithead; and at present with the Western Squadron, under the command of Captain Thomas Wells.

6. SUSSEX, 90 Guns, Lieutenant John Rickman; originally the UNION, built at Chatham in 1756. This ship bore Admiral Hawke's flag in his action with Conflans, 1759. Hospital ship at Sheerness, commanded by the same Officer.

Third Rates.

1. ARROGANT, 74 Guns, Lieutenant Gordon, acting. Built at Harwich in 1761. Bombay. She served in the East-Indies last war. Broke up during 1803 at Bombay.

2. ALBION, 74 Guns, Captain John Ferrier. Built at Perry's dock in 1782, and fitted at Sheerness.—With the Western Squadron off Brest: At present in the East-Indies.

3. AGINCOURT, 64 Guns, Captain C. M. Schomberg. Built at Perry's dock in 1796. Malta. Commanded in 1802 by Captain G. F. Ryves, in the Mediterranean. At present commanded by Captain T. Briggs, who has sailed with sealed orders from Gibraltar.

4. ARDENT, 64 Guns, Captain R. Winthorp. Built at Bursledon in 1782. Commanded last war by the gallant Captain Burgess, who was killed in the action of October 11, 1797.—With the Western Squadron: At present on the Irish Station.

5. BELLEISLE, 74 Guns, taken from the French in Lord Bridport's action in 1795, and then named LA FORMIDABLE.—Captain J. Whitby: A Portrait of this ship was given in our Seventh Plate, (Vol. I. p. [illegible]).—At Malta: She has since continued in the Mediterranean, commanded by Captain W. Hargood.

6. BELLEROPHON, 74 guns, Captain J. Loring. Built at Frindsburg in 1786. Was in Lord Howe's and Lord Nelson's actions in 1794 and 1798.—On the Jamaica Station; where she has since continued.

7. BLENHEIM, 74 Guns, Captain Henry Matson. Built as a second rate, 90 guns, at Woolwich, in 1761. Was in the action of Feb. 14, 1797. Reduced to a third rate in 1801.—Leeward Islands; where she has continued: since commanded by Captain Thomas Graves.

8. CANOPUS, 80 Guns, taken from the French in 1798, and then called *le Franklin*.—Captain John Conn, acting. Cawsand bay: Since, bearing the flag of Rear-Admiral G. Campbell, with the same Captain, in the Mediterranean.

9. CENTAUR, 74 guns, Captain B. R. Littlehales. Built at Woolwich in 1797. Leeward Islands: Since, made the flag-ship of Commodore Samuel Hood, Captain Murray Maxwell, on the same Station.

10. COLOSSUS, 74 Guns, Captain George Martin. Built in 1803 at the King's yard at Deptford, and launched on the 23d of April. Fitted at Woolwich. At present with the Western Squadron, Captain M. Seymour, acting.

11. CONQUEROR, 74 Guns, Captain T. Louis. Built at Graham's yard in 1800. Fitted at Chatham. At Cawsand bay: And at present with the Western Squadron. The old Conqueror was added to the royal navy in 1756, but was wrecked during the course of the war. The name again appears in 1773, built at Plymouth.

12. COURAGEUX, 74 Guns, Captain J. O Hardy. Built in 1800 at Spithead, at the King's yard, Deptford. Sailed for the West Indies on the 17th of May, 1803. Now bears Admiral Brine's flag, Captain Thomas Fertie; refitting in Hamoaze. The old Courageux was taken from the French in 1761.

13. CULLODEN, 74 Guns, Rear-Admiral G. Campbell (who has since shifted his flag to the Canopus), Captain B. Dacres. Built on the river Thames in 1783. With the Western Squadron; where she continues at present, with the flag of Rear-Admiral C. Collingwood, Captain George Reynolds.

14. CUMBERLAND, 74 Guns, Captain H. W. Bayntun. Built at Deptford in 1774. Was in Keppel's action, 1778. Jamaica station: At present in ordinary, refitting at Portsmouth.

15. LE CATON, 64 Guns, Lieutenant W. Brett. Taken from the French in 1782. At Plymouth as a prison and hospital ship; where she still remains.

16. DONNEGAL. 80 Guns, Captain Sir R. Strachan. Taken from the French in 1798, and then called *le Hoche*. This is one of the many new names in our Service. No new name should be given to any ship, until all the old ones have been employed: Why are the following rejected?

Burford, Oſſory, Anne, Berwick, Tredah, Sandwich, Elizabeth, Hampton Court, Stirling Castle, Pendennis, Albermarle, Hope;

all of which were names introduced during the time of Mr. Pepys, about the year 1688. The Donnegal was at Malta on the breaking out of the war, and has since been stationed off Cadiz, under the same Commander.

17. DEFENCE, 74 Guns, Captain George Hope. Built at Plymouth in 1763. Was in the actions of June 1, 1794, and August 1, 1798.—Fitting at Chatham: At present in the North Seas, under the same Commander.

18. DEFIANCE, 74 Guns, Captain P. C Durham. Built on the river Thames in 1783.—Fitting at Portsmouth: At present with the Western Squadron, under the same Commander.

19. DRAGON, 74 Guns, Captain John Aylmer. Built at Wells's yard, Rotherhithe, in 1798.—Refitting at Plymouth: Since commanded by Captain Edward Griffith, and stationed off Ferrol.

20. DICTATOR, 64 Guns, Captain John Newhouse. Built in 1783 upon the river Thames.—Fitting at Chatham for a floating-battery. Her dimensions, as already given in our Third Volume (Appendix, No. I.), were, length of gun-deck 159 feet, 4 inches; of keel, 130 feet, 8 inches; breadth, 44 feet, 8 inches and a quarter; depth in hold, 18 feet: tons, 1388. She has since been commanded by Captain Charles Tinling, and is stationed in King's Channel as a Guard-ship

21. ELEPHANT, 74 Guns, Captain George Dundas. It is hardly possible to conceive any name more injudicious for a Ship, than that of the unwieldy Elephant. She was built at Bursledon in 1786. Would not one of the old names, the *Greenwich*, the *Deptford*, or the *Woolwich*, have been more judicious? All of these appear in Pepy's List of the Royal Navy for 1688.—Stationed at Jamaica; where she has since continued, under the same Commander.

22. FOUDROYANT, 80 Guns, Rear-Admiral Graves, K B. Captain P. Puget. Built at Plymouth in 1798. Carried Lord Nelson's flag in 1799. Fitting at Plymouth; and since attached to the Western Squadron, with the same flag, and Captain.

23. GIBRALTAR, 80 Guns, Captain F. Ryves; taken from the Spaniards in 1780, and then called *Il Phœnix.*—Stationed at Malta, and since off Toulon. A Ship of the same name was taken from the Spaniards, by the *Alarm*, in 1762.

24. GANGES, 74 Guns, Captain G. M'Kinley. Built on the river Thames in 1782. On the Jamaica station; and since stationed off Ferrol, under the command of Captain P F. Freemantle. We trust the INDUS will soon be among the names of our ships.

25. GOLIATH, 74 Guns, Captain C. Brisbane. Built at Deptford in 1781. Was in the Actions of February 14, 1797. and August 1, 1798.—On the Jamaica station; and since with the Western Squadron.

26. GELYKHEID, 68 Guns, Rear-Admiral E. Thornborough, Captain David Colby. Taken from the Dutch in 1797.—Cruizing off Goree: Since a Guard-ship in the Humber, commanded by the Hon. F. F. Gardner.

27. L'HERCULE. 74 Guns, Captain S. Ferris. Taken from the French in 1798, by Captain Alexander Hood, off Brest. Jamaica station; where she still continues, with the flag of Rear-Admiral Sir J. T. Duckworth, Captain R. D. Dunn.

28. IMPETUEUX, 80 Guns, Captain T. B. Martin. Taken from the French in 1794; originally *l'Amerique*: given by the UNITED STATES to the King of France; received her present name from the *Impetueux* that was burnt in Portsmouth harbour. This was the favourite ship of the late Admiral J. W. Payne, who placed the PRINCE's Crest on her stern.—Fitting at Plymouth: Since attached to the Western Squadron.

29. KENT, 74 Guns. Rear-Admiral Sir Richard Bickerton, Bart. Captain Edward O'Brien. Built at Perry's yard, Blackwall, in 1798. This is an old name in the British Navy, and occurs in Pepy's List for 1688. Stationed at Malta; and since, off Toulon: Her present Captain is J. Stuart, Esq. son of General Stuart.

30. LEVIATHAN, 74 Guns, Rear-Admiral Sir J. T. Duckworth, Captain R. D. Dunn. Built in 1790 at Chatham; and, as was reported, after a plan of Lord Mulgrave. She was commanded last war by Captain Duckworth, in the action of June 1, 1794.—Jamaica: Since commanded by Captain H. W. Bayntun. At St. Helen's, under orders for the Mediterranean.

31. LEYDEN, 64 Guns, Captain J. Seater. Taken from the Dutch in 1799. The Leyden was in the Dutch service in 1729, commanded by V. A. Sommeldyke.—Stationed in May, 1803, at the Nore; and since, as a floating battery, in the King's Channel, under the same Commander.

32. LANCASTER, 64 Guns, Captain T. Larcom. Built in 1797 at Randall's yard, Rotherhithe. Commanded at the Cape by Captain Larcom in 1800. The old Lancaster, in 1734, was commissioned as an 80 gun ship. She was attached to the fleet under Admiral Haddock in the Mediterranean, 1739 commanded by Captain Tyrw. Cailey.—In May, 1803, she was employed in conveying troops from the Cape to India; and at present is in the East-Indies, commanded by Captain William Fothergill.

33. MALTA, 84 Guns, Captain Edward Buller. Taken from the French in 1800; originally *le Guillaume Tell.*—With the Western Squadron; and since stationed off Ferrol.

34. MAGNIFICENT, 74 Guns, Captain W. H. Jervis, Treasurer of Greenwich Hospital. Built at Deptford in 1766. Was in the Action of April 12, 1782. Fitting at Portsmouth in May, 1803: Afterwards, on the Irish Station: Lost recently off the Saints.

35. MARS, 74 Guns, Captain J. Sutton. Built at Deptford in 1794. The Ship in which Captain Hood so gallantly lost his life.—Cawsand bay; and since, with the Western Squadron. The Mars in March 1803, was in Cawsand bay with Admiral Thornborough's flag on board, Captain R. Lloyd; in the April following she was laid up in ordinary at Plymouth.

36. MINOTAUR, 74 Guns, Captain C. J. M. Mansfield. Built at Woolwich in 1793. Commanded by Captain Louis in the action of August 1, 1798. With the Western Squadron; to which she continues attached.

37. MONMOUTH, 64 Guns, Captain George Hart. Built in 1796 at Randall's yard, Rotherhithe. The same Officer commanded her in 1799. A very old name in the navy: The Monmouth is mentioned in Pepy's List for 1688, as a third rate. She was in Sir Charles Wager's fleet, 1729, as a 70 gun ship, commanded by Captain Purvis.—Stationed in May, 1803, at Malta; at the beginning of the present year, she sailed with sealed orders from Gibraltar, and has lately brought home 800,000 dollars.

38. PLANTAGENET, 74 Guns, Captain G. E. Hamond. Built in 1801 at the King's yard, Woolwich. A fine name for a Ship; and one, we believe, that has not hitherto been introduced.—Cawsand bay: Since commanded by the Hon. Capt. *M. de Courcy*, and sailed as convoy to the East-Indies in March.

39. PUISSANT, 74 guns. Taken from the French by Lord Hood in 1793. Fitting for a Sheer hulk at Spithead; since commanded by Captain John Irwin.

40. PRINCE FREDERICK, 64 Guns, Lieutenant J. Gordon. Taken from the Dutch in 1796. Originally *la Revolution*. Convict ship at Plymouth. In August, 1728, the Breda, of 70 guns, was changed to the Prince Frederick. Some years afterwards she appears in the Lists as a 64, and was commanded by Captain Jeremiah Maplesden at the conclusion of the war in 1763.

41. RENOWN, 74 Guns, Captain J. C. White. Built at Dudman's yard, Deptford, in 1798. Bore Rear-Admiral Sir J. B. Warren's flag at Lisbon, in February, 1801. Was in the Mediterranean, under the command of Captain White, in 1802. At Malta in May, 1803.

42. RUSSELL, 74 Guns, Captain Robert Williams. Built in 1764 on the river Thames. Commanded by Captain J. W. Payne, June 1, 1794, under Lord Howe. Was also in the action off Camperdown, October 11, 1797, commanded by Captain Sir H. Trollope. With the Western Squadron, in May, 1803; and at present in the East Indies, under the same Commander.

43. DE RUYTER, 68 Guns, Captain V. V. Ballard, in May, 1803. Taken from the Dutch in 1799. The celebrated Dutch Admiral from whom this ship was named, was born at *Flessingue* in Zealand, in 1607. He was mortally wounded before the town of Agouste in Sicily, in 1676. It was after his three actions in 1673 with the combined Fleets of England and France, that Vice-Admiral d'Estrées exclaimed, *Je voudrois avoir payé de ma vie la gloire que* Ruyter *vient d'acquerir!* This Ship, in May 1803, was stationed at Jamaica, and at the beginning of the present year at Antigua.

44. RAISONABLE, 64 Guns, Captain William Hotham. Built at Chatham in 1768. The old Raisonable was added to the Royal Navy after the year 1756, and was wrecked during the course of the war. In 1760, she was commanded by Captain M. Shuldham, and attached to the squadron under Commodore Sir James Douglas, Kt on the Leeward-Islands Station. In May, 1803, cruised off Goree; at present, is in the North Seas, under the above Commander.

45. SULTAN, 74 Guns, Lieutenant A. M'Leod. Built in 1775 at Harwich. Serving as a Prison-ship at Portsmouth: it would be difficult to discover how such a name could be introduced.

46. SPENCER, 74 Guns, Hon. Captain Stopford. Built in 1800, at Adams's yard, Bucklershard. Sailed in the autumn of that year for the Mediterranean, commanded by Captain H. D. Darby. Considerable pains were taken in the construction of this ship, which have not altogether answered. She has been found wet, and we believe overmasted. Was fitting at Plymouth in May, 1803, and is at present with the Western Squadron, under the same Commander.

47. SUPERB, 74 Guns, Captain R. G. Keates. Built in 1798 at Pitcher's yard, Northfleet. The old Superb, in 1730, was a fourth rate, of 60 guns.—At Malta in May, 1803, and at the beginning of this year off Toulon.

48. SPARTIATE, 74 Guns, Captain J. Manley. Taken from the French in 1798.—Cawsand bay: Now on the Irish Station under the same Commander.

49. SCEPTRE, 74 Guns, Captain Sir A. C. Dixon, Bart. Built at Dudman's yard, Deptford, in 1803. The former Ship of this name was of 64 guns, and was wrecked in Table bay, Cape of Good Hope, December 5th, 1799. Her Captain, V. Edwards, Esq. and 291 of her crew, were drowned. With the Western Squadron, and at present under the same Commander in the East Indies.

50. LE TONNANT, 80 Guns, Captain Sir Edward Pellew, Bart. Captured from the French in August, 1798. In Cawsand bay; and now under the same Commander, at present in Cawsand bay.

51. THESEUS, 74 Guns, Captain John Bligh. Built on the river Thames in 1786. Was in the action of the 1st of August, 1798. On the Jamaica Station in May, 1803, where she at present remains, under the same Commander.

52. THUNDERER, 74 Guns, Captain William Bedford. Built on the river Thames in 1783. Attached to the Western Squadron: Since on the Irish Station, under the same Commander.

53. TREMENDOUS, 74 Guns, Captain J. Osborn. Built on the river Thames in 1783. In 1796 she bore the flag of Rear-Admiral Pringle. In May, 1803, on her return from the Cape: At present in the East Indies, under the same Commander.

54. TRIUMPH, 74 Guns, Captain Sir Robert Barlow. Built at Woolwich in 1764. Was in the action of October 11, 1797, and particularly distinguished herself. At Malta in May, 1803. Continues in the Mediterranean, under the same Commander.

55. TEXEL, 64 Guns, Captain George Byng. Surrendered to Vice-Admiral Mitchell's squadron in the Texel, August 30th, 1799: her former name was *Cerberus*.—At the Nore; and at present, under the same Commander, stationed as a floating-battery off Margate.

56. TRIDENT, 64 Guns, Captain T. Surridge. Built at Plymouth in 1768. In September, 1795, she bore the flag of Rear-Admiral C. M. Pole. In May, 1803, in the East Indies; where she at present continues to be commanded by Captain T. Surridge, having on board the flag of Vice-Admiral P. Rainier.

57. UTRECHT, 68 Guns, Captain Thomas Rogers. Surrendered to Vice-Admiral Mitchell's squadron in the Texel, August 30th, 1799.—Sheerness; and at present in the Downs, bearing the flag of Vice-Admiral P. Patton; commanded by Captain J. W. Loring.

58. VANGUARD, 74 Guns, Captain James Walker. Built at Deptford in 1787.—Jamaica. She bore the flag of Admiral C. Thompson in 1794; and, in 1798, immortalized her name, when, under the command of Captain E. Berry, she bore the victorious flag of Rear-Admiral Sir Horatio Nelson, in the action of the 1st of August. Still on the Jamaica Station. The Vanguard appears in Pepy's List, 1688, as a second rate; and as one of the thirty new ships, then lately built.

59. VENERABLE, 74 guns, Captain J. C. Searle. Built on the river Thames in 1784. The name of this Ship, like the one last mentioned, will for ever recal to memory the brilliant atchievements of the last war; amongst the foremost of which, ranks the action of the 11th of October, 1797, when this Ship bore Vice-Admiral Duncan's flag to victory, under the command of Captain W. G. Fairfax. She was attached to the Western Squadron, commanded by Captain B. Dacres, in May, 1803, on which service she is still employed.

60. ZEELAND, 64 Guns, Rear-Admiral B. S. Rowley, Captain W. Mitchell. A Dutch ship; taken possession of by Vice-Admiral Onslow at Plymouth in 1796. Stationed as a guard ship at the Nore in May, 1803, and still remaining there.

Fourth Rates

IN COMMISSION DURING MAY, 1803.

1. ANTELOPE, 50 Guns, Commodore Sir William Sydney Smith. Built in 1802 at Sheerness. The Antelope was one of the ships commissioned in 1734; and, in 1747 was attached to the fleet under Vice-Admiral Medley and Rear-Admiral Byng, commanded by Captain J. Bowdler.—At Hosley bay in May, 1803: At present cruising off Flushing with the same Pendant.

2. BATAVIER, 50 Guns, Captain P. Tonyn. Surrendered to Vice-Admiral Mitchell's squadron in the Texel, August 30, 1799.—At Chatham, as a floating battery: At present in the Queen's Channel, under the same Commander.

3. BESCHERMER, 50 Guns, Captain R. Mansell. Surrendered to Vice-Admiral Mitchell's squadron in the Texel, August 30, 1799.—Chatham, as a floating-battery: At present in the King's Channel, commanded by Capt. V. V. Ballard.

4. BRAAKEL, 50 Guns, Captain George Clarke. Taken possession of by Vice-Admiral Onslow, at Plymouth, March 4, 1796.—At Smyrna, in 1803. Bore Admiral Holloway's flag in Portsmouth harbour, August, 1800 Sailed for the Mediterranean in the autumn of the same year, under the same Commander, and assisted in landing our troops on the coast of Egypt. She was afterwards stationed for a considerable time at Smyrna; during which, Captain Clarke received the thanks of the Merchants, and a box set with diamonds, from the Grand Signior. The Braakel afterwards was sent to Athens, and nearly lost at the entrance of Porto Leone. Lately returned from the Mediterranean: At present under the same Commander as a flag ship, fitting at Sheerness. This Ship received its name from a celebrated Dutch Admiral.

5. CALCUTTA, 56 Guns, Captain D. Woodriff. Purchased in 1795. Sailed to New South Wales, April 28th, 1803, under the same Commander: We wish this name was now changed for that of DELHI; since, in that celebrated city of the Great Mogul, the British flag is at length hoisted.

6. CENTURION, 50 Guns, Vice-Admiral P. Rainier, Capt. J. S. Rainier. Built at Harwich in 1774. The old Centurion was Lord Anson's ship in his famous voyage — East-Indies, under the same Commander. Our Readers will find an anecdote respecting the figure head of the old Centurion in our Poetry for this month.

7. DIOMEDE, 50 guns, Captain William Fothergill. Built at Deptford in 1798.—In May, 1803, on her passage from the Cape of Good-Hope: At present on the Jersey Station, commanded by Captain H. Downman, with the flag of Rear-Admiral Sir J. Saumarez.

8. L'EGYPTIENNE, 50 Guns, Captain the Hon. C. E. Fleeming. Taken from the French in the harbour of *Alexandria* at its capitulation in September 1801, by the combined British and Turkish forces.—On the Jersey station in 1803: At present under the same Commander, cruising to the westward. Ought not rather this Ship to be called the Nile?

9. GLATTON, 54 Guns, Captain J. Colnett. Purchased by Government of the East-India Company in 1795. This Ship was distinguished on the 16th of July, 1796, under the command of Captain Trollope, by the extraordinary bravery of an action off Flushing against a 50-gun French ship, five frigates, a brig, and cutter; all of which she drove into Flushing, notwithstanding their superior force. She sailed for New South Wales, Sept. 23, 1802; and is now at Leith, with the flag of Vice-Admiral R. R. Bligh.

10. GRAMPUS, 50 Guns, Rear-Admiral Sir James Saumarez. Built for the India service, but purchased by Government in 1795.—The old Grampus was built at Liverpool in 1782, and was lost near Woolwich in February, 1799. On the Jersey Station in May, 1803; and since in the East-Indies, under the command of Captain Caulfield. The Grampus, during the peace, was in ordinary at Portsmouth.

11. HINDOSTAN, 54 Guns, Captain John Le Gros. Purchased by Government of the East-India Company in 1795.—Commanded by Captain Moorsom in March, 1795.—On her passage from the Cape of Good-Hope in May, 1803; sailed for the Mediterranean, February 12, 1804. The first European Admiral who crossed the Indian Ocean was da Gama; and surely one of our Ships, that have been purchased of the East-India Company, might be called after him.

[*To be continued.*

_ We request our numerous Friends to assist, and correct us, in the difficult Task of forming this Historical List: Many anecdotes of Ships must remain still unnoticed.

APPENDIX.

No. II.

HISTORICAL LIST
OF
THE ROYAL NAVY
OF THE
UNITED KINGDOM
OF
Great Britain and Ireland,

From the Commencement of the present War, in May 1803, *to May* 1804:

ACCORDING TO THE DATE OF EQUIPMENT, WITH THE NAMES OF THE COMMANDERS WHO COMMISSIONED EACH RESPECTIVE SHIP; THE YARDS IN WHICH THEY WERE FITTED OUT; AND VARIOUS OTHER ANECDOTES RESPECTING THEM.

[*Continued from our last.*]

12. ISIS, 50 Guns, Vice-Admiral J. Gambier, Captain W. G. Lobb. Built on the river Medway in 1774. Sailed under the command of Captain T. M. Hardy, with H. R. H. the Duke of Kent on board, on the 27th of April, 1802, and bore Admiral J. Gambier's flag, Captain E. Brace, at Newfoundland in the October following.—Sailed again for Newfoundland in May, 1803; and, on February 13, 1804, was convoy to the East Indies, under the command of Captain W. G. Lobb.

13. JUPITER, 50 Guns, Captain G. Losack. Built on the river Thames in 1778. We sincerely wish that this name, with all those that belong to Pagan history, were displaced for those of such Naval Officers as have died in battle, or who have distinguished themselves in the service of their country: it would be the noblest tribute that could be paid their memory, and would be felt throughout the whole Profession.—The JUPITER, with Commodore J. W. Payne's pendant on board, conveyed the Princess Caroline of Brunswick to England in April, 1795. This ship has since chiefly served at the Cape of Good Hope, and on the commencement of the present war, was on her pasagse home. She is at present in Ordinary at Plymouth.

14. LEANDER, 50 Guns, Vice-Admiral Sir A. Mitchell, K.B., Captain James Oughton. Built at Chatham in 1780. In 1783 she was commanded in the West Indies by Captain J. W. Payne, in his gallant engagement with the Pluro of 74 or 80 guns. (See *Naval Chronicle*, Vol. III. p. 41.)—At the beginning of the present war she was on the Halifax Station; where she still continues under the same flag; Captain Alexander Skene.

15. MADRAS, 54 Guns, Captain C. M. Schomberg. Built for the India service, and purchased in 1795. At Malta in May, 1803; where she still continues with 50 guns, as a prison-ship, under the same Commander.

16. ROMNEY, 50 Guns, Captain Sir Home Popham, K.M. Built at Woolwich in 1762.—She was commanded by Captain R. Home in 1780, when he captured *l'Artois*, of 40 guns.—The ROMNEY was Sir Home Popham's flag-ship in the Red Sea in the beginning of 1802, after the death of Admiral Blankett. She returned

from India in April, 1803. In May, 1803, she was refitting at Chatham, on her return from the East Indies: At present commanded by Captain Brown on the coast of Africa.

Fifth Rates.

1. ARGO, 44 Guns, Captain B. Hallowell. Built at Howden Pans in 1781. Serving on the Coast of Africa in May, 1803. Was at the Leeward Islands in July; and sailed from Spithead at the beginning of the present year, under the same Commander, for the Mediterranean.

2. ANSON, 40 Guns, Captain W. E. Cracraft. Built at Plymouth in 1781; and reduced from a 64 gun ship in 1794. At Malta: And since serving under the same Commander in the Mediterranean.

3. ACASTA, 40 Guns, Captain James Oswald. Built at Wells's yard, Rotherhithe, and, as we believe, in 1797, when Captain R. Lane was appointed to her.—Acasta, in the Pagan mythology, was one of the 3000 Sea-Nymphs, or *Oceanides*: Prayers and sacrifices were offered to them.—In the Channel during May, 1803: At present with the Western Squadron, under the command of Captain J. A. Wood.

4. AMELIA, 38 Guns, Captain Right Honourable Lord Proby: Late PROSERPINE. Taken from the French by the Dryad, off Ireland, June 1, 1796.—Cruising in the North Sea: At present refitting at Woolwich under the same Commander.

5. ACTIVE, 38 Guns, Captain C. S. Davers. Built in 1799 at the King's yard, Chatham. This is one of the few Ships of which in our former Lists we were not able to give the dimensions and tonnage. We shall be obliged to any friend who can assist us in this respect.—In the Mediterranean; where she at present remains, commanded by Captain R. H. Moubray.

6. AMAZON, 38 Guns, Captain William Parker. Built in 1799 in the King's yard, Woolwich. This ship was commanded by Captain Edward Riou in the action of April 2d, 1801, off Copenhagen, which cost that gallant Officer his life.—She sailed October 2, 1803, for the Mediterranean, where she still remains.

7. AMETHYST, 38 Guns, Captain A. Campbell. Built in the King's yard at Deptford. Sailed for the Elbe in May, 1803. This is one of the many unmeaning names in the Navy, of which we have similar instances in the *Ruby*, of 64 guns, and in the *Brilliant*, *Diamond*, *Emerald*, *Pearl*, and *Topaze* frigates.—At present in the North Seas.

8. L'AFRICAINE, 36 Guns, Captain Thomas Manby. Cruising in the North Seas in May, 1803. Taken from the French, February 19th, 1801, after a very severe action, by the Phœbe, of 36 guns, Captain R. Barlow, in the Mediterranean. She had on board, at the time of her capture, 400 troops, and her loss in the action was 200 killed, and 143 wounded. On board the Phœbe one only was killed, and 12 wounded. Continues in the North Seas. At Plymouth in May, 1803.

9. L'AIGLE, 36 Guns, Captain George Wolfe. At Plymouth in May, 1803. Built in 1801 at Adams's yard, Bucklershard. At present cruising in the Channel.

10. AMBUSCADE, 36 Guns, Capt. D. Atkins. Taken from the French, October 12th, 1798, by Sir John Borlase Warren, off the coast of Ireland. In the North Seas in May, 1803. In the War from 1744 to 1749, the Ambuscade, 40 guns, was taken from the French by the DEFIANCE. In January, 1804, the name of this frigate was changed to LA SEINE; that frigate having ran aground on a sand-bank to the northward of the Texel, in the night of June 25th, 1803, and was afterwards destroyed by fire. The old Ambuscade, of 32 guns, was built in 1773 on the river Thames, and was captured by the *Bayonnaise* French frigate, in the Bay of Biscay, after a severe engagement on the 14th of December, 1799. She has since (May 28th, 1803) been retaken by the *Victory*, of 100 guns, and is now recommissioned in the British service, and commanded by Captain W. Durban.—The BAYONNAISE, which first captured her, has been since chased into the bay of Cape Finisterre, by the ARDENT, of 64 guns, and blown up by her own crew, November 27th, 1803, to prevent her being captured.

11. APOLLO, 36 Guns, Captain J. W. T. Dixon. Built in 1799 at Dudman's yard, Deptford. The old APOLLO, 32 guns, was originally the GLORY frigate, and was commanded in 1770 by the Hon. Captain John Ruthven. Falconer, the celebrated Poet, was her Purser in 1763. The APOLLO was one of the Ships in the fleet of Æneas (Æn. lib. x. v. 171). According to Pagan fable, Apollo, the son of Latona, was born in the Floating-island of *Delos*, which Neptune had purposely raised. His celebrated Statue on Mount *Actium* was seen from Sea at a great distance, and served as a mark to Seamen. Augustus addressed it, for victory, before the battle of *Actium*. Apollo had also a temple on Mount *Leucas*, which served as a land mark. The Colossus of Apollo, 105 feet high, formed the celebrated entrance of the harbour of *Rhodes*: its feet were upon the two moles, and ships passed full sail between the legs.

12. ÆOLUS, 32 Guns, Captain A. F. Evans. Built in 1801, at Barnard's yard, Deptford. She carried the flag of Rear-Admiral Totty to the West Indies. At Bermuda in May, 1803: At present at Jamaica. The ÆOLUS, of 32 guns, was, at the conclusion of the war in 1763, commanded by Captain William Hotham. Æolus was not only the God of Winds, but the reputed inventor of Sails, and a great Astronomer. His name seems to have been derived from a Greek word signifying *Various*; from the uncertain nature of the winds, over which he was thought to preside.

13. AMPHION, 32 Guns, Captain T. Masterman Hardy, who commanded the MUTINE brig in the battle of the Nile. Built in 1798 at Bett's yard, Mistleythorn. Sailed to the Mediterranean 23d of May, 1803. The old Ship of this name, commanded by Captain Israel Pellew, was built at Chatham in 1780, and was blown up accidentally at Plymouth in September, 1796. For an account of this dreadful event, by a Correspondent, who was then at *Plymouth*, see *Naval Chronicle*, Vol. III. p. 197.—At present in the Mediterranean, under the same Commander.

14. ALCMENE, 32 Guns, Captain J. Stiles. Cruising in the Channel in May, 1803. Built in 1794 at Harwich.—At present under the same Commander on the Jersey Station.

15. ANDROMACHE, 32 Guns, Captain R. Lawrie. Built in 1781 on the river Thames. At the Bahamas in May, 1803; but at present in the Channel, under the same Commander.

16. BRAAVE, 40 Guns, Captain James Gifford. Taken from the Dutch in Saldanha Bay, August 17, 1796. At the Cape of Good Hope.—At present paid off, and lying at Portsmouth.

17. BOADICEA, 38 Guns, Captain John Maitland. Built in 1797 at Adams's yard, Bucklershard. Cruising in the Channel in May, 1803. On November 24, the BOADICEA, under the same Captain, took *le Vautour* lugger, of 12 guns, pierced for 16, off Cape Finisterre. At present under the same Commander.

18. BLANCHE, 36 Guns, Captain Z. Mudge. Cruising in the Channel in May, 1803. Built in 1801, at Dudman's yard, Deptford. The old Ship of this name was built at Bursledon in 1786, and was commanded by the gallant Captain Faulknor, who lost his life on board her, in a desperate action with *la Pique*, in the West Indies. It is perhaps worthy of notice, that Mr. *Milne*, the First Lieutenant of the BLANCHE during this action, who was appointed to the command of the Pique, for his distinguished conduct; afterwards, on board the Pique, desperately engaged the Seine French frigate; in doing which, the Pique was wrecked off the Saints, and Captain Milne a second time appointed to a frigate, his bravery had so much contributed in adding to the British Navy. He retained the command of la Seine until she was wrecked off the Texel in the night of June 25th, 1803. The old Blanche was wrecked also in the Texel, September 28th, 1799. The present Blanche is in the West Indies.

19. BLONDE, 32 Guns, Captain John Burn. Built in 1787 at Bursledon.—The BLONDE, 32 guns, was in commission at the peace of 1763, commanded by Captain Archibald Kennedy. Armed *en flute*.—At Malta in May, 1803: At present off Lymington, under the same Commander.

20. **BOSTON**, 32 Guns, Captain J. E. Douglas. On the Halifax Station in May, 1803. Built in 1762 on the river Thames. In 1793, Captain W. A. Courtney lost his life on board this frigate, in a severe engagement with the Ambuscade French frigate, since captured October 12th, 1798, by Sir J. B. Warren, on the Halifax Station.

21. CHARON, 44 Guns, Captain Edward O'Brien Drury. Built in 1783 at Bristol. This Ship, in 1799, was commanded by the late Right Hon. Lord Camelford. This Nobleman, when young, accompanied the late gallant Captain Edward Riou in his memorable voyage round the world, and was one of the three young midshipmen who remained with Lieutenant Riou, on board the Guardian frigate, after she had struck on the island of ice. The names of the other two Midshipmen were Mr. *N. Portlock*, since Commander of the Arrow sloop in 1796, in a second voyage round the world; and a Mr. *Gilmour*, who was afterwards First Lieutenant of the Arrow, under Captain Portlock. Captain Portlock was made Post in 1799, and is now one of the Captains commanding the Sea Fencibles between Calshot castle, St. Alban's Head. Lieutenant D. Gilmour was made Commander in 1799; and, in 1800, had the command of the HERMES (armed Ship); since which, we believe this Gentleman has never been employed. The CHARON was at Malta in May, 1803; and is now refitting at Woolwich.

22. CHICHESTER, 44 Guns, Captain Joseph Spear. Built in 1785 at Itchenor, near Chichester. This Ship sailed with sealed orders on the 18th of May, 1803, armed *en flute*. The CHICHESTER appears as a Ship of 80 guns, 1278 tons, during the year 1730; and, in 1741, was commanded by Captain R. Trevor, attached to the fleet that sailed against Carthagena, under the Admirals Vernon and Sir Chaloner Ogle. At present refitting at Portsmouth.

23. CAMBRIAN, 40 Guns, Captain W. Bradley. Built in 1797 at Portsmouth.—On the Halifax Station; where she still remains, under the same Commander.

24. **CLYDE**, 38 Guns, Captain J. Larmour. Built in 1796 at Chatham, of Fir. In the North Seas; where she still remains, under the same Commander.

25. CAROLINE, 36 Guns, Captain B. W. Page. Built in 1795, at Randall's yard, Rotherhithe; and so named after her Royal Highness the Princess Caroline of Wales. In 1740, the PRINCESS CAROLINE, of 80 guns, 1350 tons, (Admiral Philip Cavendish, *Captain* T. Griffin,) was attached to the Fleet under the command of Admiral Sir John Norris.—In 1774, she was commanded by Captain Henry Osborne, under Admiral Matthews in the Mediterranean. Sailed with sealed orders to the East Indies in May, 1803; where she at present remains.

26. LA CHIFFONNE, 36 Guns, Captain Charles Adams. Fitting at Woolwich in May, 1803. Taken from the French in 1801, by the Sybille, of 44 guns, Captain Charles Adams; who was appointed to his Prize, and is now cruising with her in the North Seas.

27. CONCORDE, 36 Guns, Captain J. Wood. Taken from the French in 1783, by the Magnificent, of 74 guns.—This Ship was particularly fortunate last war in making prizes. In the East Indies in May, 1803; where she still remains, under the same Commander.

28. CERBERUS, 32 Guns, Captain W. Selby, built in 1794 at Southampton. Stationed in the Medway: At present bearing the flag of Rear-Admiral Sir J. Saumarez on the Jersey Station.

29. CERES, 32 Guns, Captain J. Stewart. Built in 1781 at Liverpool. CERES was particularly worshipped by the Sicilians, whose maritime skill is celebrated in history. The forced union of Ceres and Neptune, and the history of Arion, the favourite horse of Neptune, are celebrated by the Pagan writers. At Sheerness; where she still remains as a Slop Ship.

30. DIAMOND, 38 Guns, Captain Thomas Elphinstone. Cruising in the Channel in May, 1803. Built in 1794 at Barnard's yard, Deptford. We find the DIAMOND, of 40 guns, 595 tons, Captain Anson, with the fleet that went to Spain in 1731, under the command of Sir Charles Wager: and a Ship of this name, of 20 guns, commanded by Captain John Moore, was attached to Commodore Barnet's

Squadron in the East Indies. The present Ship, by the brilliant exploits she atchieved whilst under the command of Sir W. S. Smith, has merited her name; though we are still of opinion, that the titles of our Ships should not be selected from the shop of a jeweller; particularly when the names of Sidney, of Raleigh, and of Drake, with many others, have not yet been introduced into our dock-yards. What name could be more appropriate for a frigate than the DRAKE?

31. DIANA, 38 Guns, Captain T. J. Maling. Built in 1794 at Randall's yard, Rotherhithe. Commanded in the same year by the late brave Captain Faulknor. It is singular that this name should have been introduced; particularly when we reflect, that the votaries of Diana, the inhabitants of Taurica, were accustomed to offer on her altar, as the most acceptable sacrifices, all strangers that were shipwrecked on their coasts. In May, 1803, at Portsmouth.—Sailed as convoy to the Mediterranean at the beginning of the present year: At present in Plymouth Sound.

32. LA DESIREE, 36 Guns, Captain C. B. H. Ross. Taken from the French by the Dart sloop, Captain P. Campbell, in Dunkirk Roads, July 8, 1800. In May, 1803, on the Jamaica Station; where she still remains, commanded by Captain Henry Whitby.

33. LA DEDAIGNEUSE, 36 Guns, Captain P. Heywood. Taken off the coast of Portugal from the French, February 5th, 1801, on her return from Cayenne, after a chase of 42 hours, by *l'Oiseau*, of 36 guns, Captain S. H. Linzee; *Syrius*, 36 guns, Captain R. King; and the *Amethyst*, 38 guns, Captain J. Cooke. In May, 1803, she was in the East Indies; where she still remains, under the same Commander.

34. DORIS, 36 Guns, Captain R. H. Pearson. Built in 1795 at Cleverley's yard, Gravesend. Lord Ranelagh commanded her in 1800; Captain John Halliday, in the Channel, May, 1801; Captain W. Cumberland *acting*. At Portsmouth in May, 1802. In May, 1803, the DORIS, commanded by Captain R. H. Pearson, when cruising off Ushant, took l'Affronteur lugger, 14 guns, *the first capture in the present war*. At present commanded in the Channel by Captain P. Campbell. DORIS, in Pagan mythology, was a goddess of the sea, the daughter of Oceanus and Tethys: and her name was often used to express the Sea. (Propert. I. El. xvii, v. 25.—Virg. Ecl. 10. Hesiod. Theog.)

35. DRYAD, 36 Guns, Commodore W. Domett. Stationed at Cork in May, 1803. Built at Barnard's yard in 1795. Was last war on the Irish Station; and also in May, 1802, commanded by Captain Robert Williams. At present on the Irish station, under Captain J. Giffard.

36. EXPERIMENT, 44 Guns, *en flute*, Captain G. C. Mackenzie. Built in 1784 at East Cowes. Commanded in May, 1801, off the coast of Egypt, by Captain J. G. Saville. Continued in the Mediterranean under Captain Mackenzie in May, 1802. In May, 1803, at Malta. At present at Spithead, under the same Commander.

37. ENDYMION, 44 Guns, Admiral Lord Gardner, Captain Hon. C. Paget. At Spithead in May, 1803. Built at Randall's yard, Rotherhithe, in 1797. The fable of ENDYMION arose from his knowledge of Astronomy: yet it would be difficult to discover why this name was first introduced into our Navy. She sailed as convoy from Lisbon in the Spring of 1801, Captain P. C. Durham; and was refitting at Portsmouth under Captain John Larmour in May, 1802. In June, 1803, the ENDYMION, Hon. Captain C. Paget, captured la Bacchante, 18 guns, pierced for 22; and, in July, 1803, she also captured l'Adour store-ship, pierced for 20 guns, on her passage to Rochefort. At present cruising in the Channel, under the Hon. C. Paget.

38. ETHALION, 36 Guns, Admiral Lord Keith, Captain Charles Stuart. At the Nore in May, 1803. Built in 1802, at the King's yard, Woolwich, and fitted at Sheerness. At present in the North Seas, under Captain C. Stuart. ETHALION, in the Pagan mythology, was one of the Tyrrhene Sailors, who, as Ovid fables, were changed into dolphins for carrying away Bacchus.

39. EMERALD, 36 Guns, Captain James O'Brien. Built in 1795 at Pitcher's yard, Northfleet. The old Emerald was built at Hull in 1762, and received its

name from the Emerald, of 28 guns, taken from the French in the war of 1755, and afterwards commanded by Captain Tim. Edwards. The present Ship sailed for the West Indies in the Spring of 1801, under the same Commander; and, in May, 1803, was at the Leeward Islands; where she remains at present, under the same Commander.

40. FORTUNEE, 36 Guns, Captain H. Vansittart. Cruising in the North Sea in May, 1803. Built in 1800, at the King's yard, Woolwich. Commissioned by Captain Lord A. Beauclerk, who commanded her in the Channel during May, 1801; in May, 1802, she was off the coast of Ireland, Captain John Clement, *acting*: At present in the West Indies, to which station she sailed under Captain Vansittart, Feb. 2, 1804.

41. GLADIATOR, 44 Guns, commanded by Lieutenant J. B. Connolly. At Portsmouth in May, 1803, with the flag of Rear-Admiral J. Holloway on board, who has since been promoted, and superseded by Admiral Coffin. Built in 1784 at Bucklershard. Receiving Ship at Portsmouth, where she still remains.

42. GORGON, 44 Guns, Captain W. Wilkinson. Built in 1784, on the river Thames. Armed *en flute*. At Woolwich: At present in the river Shannon, as a floating battery.

43. GALATEA, 32 Guns, Captain H. Heathcote. Built in 1794, at Portsmouth. In May, 1803, was fitting at that port, and sailed on the 4th of February, with a convoy for the West Indies.

44. HUSSAR, 38 Guns, Captain P. Wilkinson. Built in 1799, at the King's yard, Woolwich. The old Hussar was lost in the Isle de Bas, in 1796. In May, 1803, the Hussar was cruising in the North Seas; and since, has been wrecked, February 1804, by striking on the Saints in the Bay of Biscay.

45. HYDRA, 38 Guns, Captain G. Mundy. Built in 1797, at Cheverley's yard, Gravesend. Cruising off Goree: At present under the same Commander, on the Jersey Station.

46. L'IMMORTALITE, 36 Guns, Captain E. W. C. R. Owen. Captured in 1798 from the French, by his Majesty's Ship Fisgard, Captain T. B. Martin, off Brest.—Cruising in the Channel: At present in the Downs.

47. JUNO, 32 Guns, Captain H. Richardson. Built in 1780, on the river Thames. Sailed to Gibraltar April 8th, 1803, where she at present remains, under the same Commander.

48. LA LOIRE, 46 Guns, Captain F. L. Maitland. Taken from the French in 1798, by his Majesty's Ship Anson, Captain P. C. Durham. Cruising off Ireland in May, 1803, where she still remains.

49. LEDA, 38 Guns, Captain R. Honeyman. Built in 1800, in the King's yard, Chatham. Cruising in the North Seas; where she at present remains, under the command of Captain H. Digby.

50. LA MELPOMENE, 44 Guns, Captain R. D. Oliver. At the Nore in May, 1803. Taken from the French in 1794, August the 10th, at Calvi. Continues under the same Commander, cruising off Havre.

51. LA MINERVE, 42 Guns, Captain Charſes Bullen, *acting*, in May, 1803, in the Channel. Taken from the French in 1795, June 24, by the Dido, Captain Towry, and the Lowestoffe, Captain Middleton. (See *Naval Chronicle*, Vol. II. p. 90) This Ship, when commanded by Captain J. Brenton, since ran aground in a thick fog, during the evening of July 2, 1803, near Cherbourg, and was there captured.

52. MEDUSA, 38 Guns, Captain John Gore. At Malta, May 1803. Built at Woolwich in 1801, and commissioned by Captain Gore. Under the same Captain, she hoisted Lord Nelson's flag in the Downs, in August, 1801. At present under the same Captain, in the Mediterranean.

53. MAIDSTONE, 32 Guns, Captain R. H. Mowbray. In the Mediterranean, May 1803. Built of Fir, at Deptford, in 1796; and commissioned during the same

year, in March, by Captain J. Matthews. Sailed to Halifax, on the 27th of April, 1800, under Captain R. Donnelly. In the Channel, under the same Commander, in May, 1801. Sailed to the Mediterranean under Captain R. H. Moubray, April 2, 1802. At present in the Mediterranean, commanded by the Hon. Captain George Elliott.

54. NAIAD, Captain James Wallis. Cruising in the Channel, May, 1803.—Built at Hill's yard, Limehouse, in 1797. Commanded by Captain Pierrepoint in May, 1800; and by Captain P. Wilkinson in June, 1801. In Ordinary at Plymouth, to repair, in May, 1802.—Sailed with sealed orders on the 12th of February, 1804, under Captain Wallis.

55. NARCISSUS, 36 Guns, Captain Ross Donelly. In the Mediterranean, May, 1803. Built in 1801 at the King's yard, Deptford. In the Mediterranean, under the same Commander, in July, 1802.—Continues under his Command, in the same seas.

56. NIGER, *en flute*, 32 Guns, Captain James Hillyar. At Malta in May, 1803.—Built in 1759, at Sheerness. The NIGER, in 1800, April 24, sailed under *Captain Hillyar*'s orders, on a secret expedition; and, in August, was in the Mediterranean: She was attached to the fleet off Egypt, in May, 1801, under the same Commander; and continued in the same seas in May, 1802; where she still remains, commanded by *Captain Hillyar*.

57. ORPHEUS, 32 Guns, Captain Henry Hill. At Spithead in May, 1803. Built on the river Thames in 1780.—Commanded in May, 1801, and May, 1802, by Captain Charles Elphinstone, in the East Indies. At present under her former Captain, Henry Hill, as convoy from Lisbon.

58. PANDOUR, 44 Guns, *en flute*, Captain John Shortland (2). In the Mediterranean, May, 1803. Taken from the Dutch in 1799, and then called *le Hector*.—In Ordinary, fitting for troops at Woolwich, in May, 1800, and May, 1801. Commanded by Captain Shortland (2). In the Mediterranean, May, 1802. At present commanded by Captain John Nash, as a floating battery in the West Indies.

59. LA PIQUE, 40 Guns, Captain W. Cumberland. Cruising in the Channel, May, 1803. Taken from the French in 1800, (then called *la Pallas*,) by the Loire, Captain Newman, and Raileur, Captain W. J. Turquand, Feb. 6, under the Seven Islands. She was afterwards first named ÆOLUS; and as such commanded by Captain James Young, in May, 1800. In May, 1801, she appears under her present name; James Young, Esq. Captain: and, in September, 1802, she was refitting at Portsmouth, under Captain Cumberland. At present on the Jamaica Station, under Captain C. B. H. Ross.

60. LA PREVOYANTE, 40 Guns, store-ship, W. Brown, *Master*. Under sailing orders at Portsmouth, for the Mediterranean, in May, 1803. Taken from the French, May 17, 1795, off the Chesapeak, by the Thetis, Captain Cochrane, and the Hussar, Captain Beresford.—In the North Seas, commanded by Captain J. Seater, May, 1800. In Ordinary, fitting at Deptford as a store-ship, in May, 1801. Stationed at present at Woolwich, under the command of Mr. Brown.

61. PHŒBE, 36 Guns, Hon. Captain T. B. Capel; at Malta in May, 1803. Built in 1795 at Dudman's yard, Deptford. In May, 1800, commanded by Captain Barlow, off the coast of Ireland; under the same Commander at Plymouth, in May, 1801; and at Sheerness, under Captain T. Baker, in May, 1802.—At present commanded by the Hon. T. B. Capel, in the Mediterranean.

62. PHŒNIX, 36 Guns, Captain Thomas Baker. Fitting at Portsmouth in May, 1803. Built at Bursledon in 1783.—On the Lisbon Station in May, 1800, and May 1801, commanded by Captain L. W. Halsted; and at Gibraltar, under the same Officer, in May, 1802.—At present commanded by Captain Thomas Baker, cruising in the Channel.

63. PENELOPE, 36 Guns, Captain W. R. Broughton. In the North Seas, May, 1803. Reduced in 1798.—Commanded by Captain H. Blackwood, in the

Mediterranean, May 1800, and May 1801: and in May, 1802, under Captain Broughton, at Spithead, for foreign service.—At present in the North Seas, under the same Officer.

64. PEARL, 32 Guns, *slop ship*, Lieutenant R. Bailey. At Portsmouth in May, 1803. Built in 1762 at Chatham.—In May 1800, and 1802, commanded by Captain S. J. Ballard in the Mediterranean; and in Ordinary, in May, 1802, at Portsmouth. At present a Slop Ship at Spithead, commanded by Lieut. C. Woodger.

65. LA REVOLUTIONAIRE, 44 Guns, Captain Walter Lock. Cruising in the Channel in May, 1803. Taken from the French in 1794, by the Artois, Captain E. Neagle, and others, off Brest.—Refitting at Plymouth under Captain T. Twysden, in May, 1800; under the same Officer, off Ireland, in May, 1801; sailed again to Ireland with seamen, May 20, 1802, under the Hon. Capt. T. B. Capel.—At present commanded by Captain H. Hotham, at Spithead.

66. LA RESOLUE, 36 Guns, *Slop Ship*, Lieutenant Nicholas. At Plymouth in May, 1803. Taken from the French in 1798, October 13, off Ireland, by Captain Moore, in the Melampus.—In Ordinary at Plymouth, May, 1800; commanded by Lieutenant Richards, as a Slop Ship, at Plymouth, in May, 1801; and again in Ordinary, May, 1802.—At present commanded by Lieutenant Nicholas, at Plymouth.

67. RESISTANCE, 36 Guns, Hon. Captain Woodhouse. At Malta in May, 1803. Built at Portsmouth in 1801.—At Spithead, under Captain Woodhouse, in May, 1802. The *Resistance* was lost on Cape St. Vincent's early in the morning of May 31.

68. ROMULUS, 36 Guns, *en flute*, Captain Woodley Losack. At the Nore in May, 1803. Built on the river Thames in 1785. Sailed on a secret expedition, April 24, 1800, commanded by Captain J. Culverhouse. In the Mediterranean, under the same Commander, May, 1801; in Ordinary at Woolwich, May, 1802. At present commanded by Captain W. Losack, as a floating battery, in Hosley Bay.

69. ST. FIORENZO, 40 Guns, Captain Joseph Bingham. On her passage to the East Indies in May, 1803. Taken from the French at St. Fiorenzo, in 1794, and then named *la Minerve*.—Refitting at Plymouth under Sir H. Burrard Neale, (C. W. Patterson, acting,) in May, 1800; in the Mediterranean under Captain Patterson in May, 1801, and at Plymouth, commanded by Captain Joseph Bingham, in May, 1802. At present in the East Indies, under the last-mentioned Officer.

70. SEA HORSE, 38 Guns. Hon. Cap. C. Boyle. Fitting at Portsmouth in May, 1803. Built in 1794, at Stalkart's yard, Rotherhithe.—On May 23, 1800, the Sea Horse sailed for the Mediterranean, with the flag of Rear Admiral Sir R. Bickerton, Captain E. J. Foote; and in May, 1801, returned as convoy from Oporto, under the same Captain. In May, 1802, she was in the East Indies, under the same Officer. At present commanded in the Mediterranean by the Honourable Captain C. Boyle.

71. SANTA MARGARITA, 36 Guns, Captain Henry Whitby. On the Jamaica Station in May, 1803. Taken from the Spaniards in 1779, by Commodore Johnstone, off the coast of Portugal.—In 1800, May 2, sailed as convoy to Halifax, under Captain G. Parker; and, on March 30th, 1801, as convoy to the Mediterranean, under the same Officer. Commanded on the Jamaica Station, in May, 1802, by Captain A. Leveson Gower. At present commanded by Captain Wilson Rathborne, on the Irish Station.

[*To be continued.*

APPENDIX.

No. III.

HISTORICAL LIST
OF
THE ROYAL NAVY
OF THE
UNITED KINGDOM
OF
Great Britain and Ireland,

From the Commencement of the present War, in May 1803, *to May* 1804:

ACCORDING TO THE DATE OF EQUIPMENT, WITH THE NAMES OF THE COMMANDERS WHO COMMISSIONED EACH RESPECTIVE SHIP, THE YARDS IN WHICH THEY WERE FITTED OUT; AND VARIOUS OTHER ANECDOTES RESPECTING THEM.

[*Continued from our last.*]

72. SIRIUS, 36 Guns, Captain W. Prowse. In the Channel, May, 1803. Built in 1797, at Dudman's yard, Deptford. Commanded by Captain R. King in the Channel, May, 1800; continued on the same station, under the same Officer, in May, 1801; and also at Spithead, May, 1802. Captain King was first appointed to her in June, 1797.—At present under Captain Prowse, in the Channel.

73. LA TOPAZE, 38 Guns, Captain T. W. Lake. In the Channel, May, 1803. Taken by Admiral Lord Hood in Dec. 1793. At present off Ireland under the same Commander.

74. TRENT, 36 Guns, Captain J. Katon. On the Jamaica station in May, 1803. Built at Woolwich of Fir in 1796. Is at present commanded by Captain W. Grosett, off Ireland, with the flag of Admiral Lord Gardner.

75. TARTAR, 32 Guns, Captain J. Perkins. On the Jamaica Station in May, 1803. Built at Wilson's yard, Finsbury, in 1801. Sailed for the West Indies Oct. 19, 1802; where she still remains, under the command of Captain Perkins.

76. ULYSSES, 44 Guns, Commodore Samuel Hood, Captain L. O. Bland. At Trinidad in May, 1803. Built at Liverpool in 1779.—At present on the Leeward Islands, commanded by Captain E. H. Columbine.

77. UNICORN, 32 Guns, Captain L. Hardyman. Fitting at Chatham in May, 1803. Built in the King's yard, Chatham, in 1794.—At present off the Texel, under the same Commander.

78. VLIETER, 44 Guns, Captain A. Renow. At the Nore. *Late Mars.* Captured by Vice-Admiral Mitchell's Squadron in the Texel, August 30, 1799. At present commanded by the same Officer, and stationed off Margate as a floating battery.

79. VENUS, 32 Guns, Captain T. Graves. At the Leeward Islands in May, 1803. At present commanded by Captain Matson on the Irish Station.

80. WILHELMINA, 36 Guns, Captain James Lind. Armed *en flute.* In the East Indies, attached to the Squadron commanded by Sir Home Popham in May 1803. Late *Furie.* Captured from the Dutch by the Sirius frigate, Captain R. King, in the

North Seas. October 24, 1798. Remains at present in the East Indies, under the command of Captain Henry Lambert.

81. WINCHELSEA, 32 Guns. Lieutenant D. Pope commanded her in May, 1803, as a convict Ship at Sheerness; where she was built in 1764. She is now stationed in Leith Roads.

Sixth Rates.

1. ARROW, 18 Guns, Captain R. B. Vincent. Sailed with sealed orders May 22d, 1803. A sloop, built in 1796, with a sliding keel, and carries 30 guns.—At present in the Mediterranean.

2. ALLIGATOR, 28 Guns, Captain C. Richardson. At Spithead, armed *en flute*. Built at Sandgate in 1786.—At present under the same Officer in the Leeward Islands.

3. AURORA, 28 Guns, Captain M. Malbon. Sailed for Newfoundland May 7th, 1803. Built on the river Thames in 1777. At present in the Channel under the same Officer.

4. L'AMARANTHE, 28 Guns, Captain C. W. Boys. At the Nore in May, 1803. Late *Venus* Taken from the Dutch by Vice-Admiral Mitchell, in the Texel August 28th, 1799. At Deptford in March, 1804.

5. CARYSFORT, 28 Guns, Captain Robert Fanshaw. Cruising in the Channel, May 1803. Built at Sheerness in 1767.—Sailed as a convoy to the East Indies March 27th, 1804, under the same Officer.

6. CYCLOPS, 28 Guns, Captain John Fyffe. At Malta, in May 1803. Armed *en flute*. Built on the river Thames in 1779. At present stationed off Lymington as a guard ship.

7. LA CONSTANCE, 24 Guns, Captain A. J. Griffiths. Cruising off Goree in 1803. Captured from the French by the St. Fiorenzo and la Nymphe, off Brest, in 1797. At present in the North Seas.

8. CAMILLA, 20 Guns, Captain B. W. Taylor. Sailed for Newfoundland, May 7th, 1803. Built in 1776 at Chatham.—Remains at Newfoundland.

9. ENTERPRIZE, 26 Guns, Lieutenant W. Somerville. Stationed off the Tower to receive impressed men. This Ship was once commanded by the late Admiral J. W. Payne. Was built at Deptford in 1774.

10. GARLAND, 22 Guns, Captain John Serrel. At Jamaica in May, 1803. A French privateer, called *Mars*. Purchased in 1800. Lost off Cape Francoise, St. Domingo, in November, 1803.

11. L'HEUREUX, 24 Guns, Captain K. Mackenzie. At Barbadoes in May, 1803. Late a French Privateer, purchased in 1800.—At present commanded by Captain L. O. Bland, on the Leeward Island Station.

12. JAMAICA, 26 Guns, Captain Jonas Rose. In the Channel, May, 1803. Taken from the French in 1796 by the INTREPID, Captain C. Carpenter, in the West Indies, and then named *la Percante*—With the Baltic fleet, under Captain Jonas Rose, in May, 1801; and in the North Seas in May, 1802. At present under Captain Rose in the Downs.

13. LAPWING, 28 Guns, Alexander Skene. Cruising in May, 1803. Built in 1785 at Dover.—At Lisbon, commanded by Captain E. Rotheram in May, 1801; and at Portsmouth, under his command, in May, 1802.—Sailed as convoy to the East Indies, March 20, 1804, under Capt. F. W. Fane, and remains with him on the Irish Station.

14. MERCURY, 28 Guns, Honourable Captain P. D. Bouverie. At the Nore in May, 1803. Built in 1780 on the river Thames. The Roman Merchants yearly celebrated a festival on the 15th of May, in honour of Mercury, in a temple near the Circus Maximus: yet still this God has but little business in our Navy, unless it is in those Yards where Ships are built by Contract. In the Mediterranean, com-

manded by Captain T. Rogers in May, 1801; and in Ordinary at Deptford in May, 1802.—At present commanded by the Honourable Captain D. P. Bouverie, at Spithead.

15. MATILDA, 24 Guns, Lieutenant J. James. At Woolwich as an Hospital Ship, May, 1803. Taken from the French by Captain W. Prescot in the West Indies, October 30, and then named *le Jacobin.*—She was at Woolwich in May, 1801; and in May, 1802, was there under the command of Lieutenant W. Lanyon.—At present at Woolwich, commanded by Lieutenant J. James.

16. NEMESIS, 28 Guns, Captain P. Somerville. Cruising in the Channel in May, 1803. Built at Liverpool in 1780, and reduced in 1796. She was taken by three French Privateers at Smyrna, May, 1795; and retaken by the EGMONT, Captain Sutton, near Tunis, March 9, 1796.—Nemesis, one of the *Parcæ*, and the Goddess of *Vengeance*, was represented with an *Helm* and a *Wheel:* and it is singular that the people of *Smyrna* (off which port she was taken, as already mentioned, by the French,) were the first who made her Statues with wings; to shew with what celerity she was prepared to punish the crimes of the wicked, both by sea and land, as the helm and wheel in her hands intimate. The NEMESIS, in May, 1801, was on the Downs Station, commanded by Captain E. W. C. R. Owen; and by Captain P. Somerville at Spithead, in May, 1802. At present under the same Captain in the Channel.

17. PEGASUS, *en flute*, 28 Guns, Captain John Pengelly. In the Mediterranean in May, 1803. Built at Deptford in 1779. *Pegasus*, the winged horse of Perseus, received his name, according to Hesiod, from his being born near the *Sources* (πηγη) of the Ocean.—This Ship in May, 1801, was in the Mediterranean, under the above Captain; and also in May, 1802.—At present remains under his command, as a Guard Ship off Harwich.

18. PERSEUS, *Bomb-Vessel*, of 20 Guns, Captain J. Melhuish. At the Nore in May, 1803. Built on the river Thames in 1776. *Perseus* is celebrated for having instructed Mariners to direct their way in the Sea by the Stars, and particularly by the polar Constellation. The ancient history of his exploits relates to the *Peresians*. *Parrhasians*, and *Perezites*, the same people with the *Heliadæ* and *Osirians*. (See *Clarke's Progress of Maritime Discovery, Vol. I, Introduction, page* 96.)—This Ship in May, 1801, was in Ordinary at Woolwich; and also in May, 1802.—At present at the Nore, commanded by Captain T. Searle.

19 LA RENARD, 20 Guns, Honourable Captain W. Cathcart. French Privateer, purchased by Government in 1798. In the Channel in May, 1803.—In May, 1801, this Ship had been also in the Channel, commanded by Captain J. A. Worth; and sailed to the West Indies, under Captain C. M. Gregory, May 23, 1802.—At present a Sloop of 18 Guns, commanded by the Honourable Captain W. Cathcart in the West Indies.

20. ROSARIO, 20 Guns, Captain W. Mounsey. Refitting at Plymouth in May, 1803.—Late l'Hardi French Privateer, purchased in 1800.—She had been in Ordinary at Plymouth in May, 1801; and in May, 1802, was in commission at that port, under the above-mentioned Captain.—At present a Sloop of 18 Guns, commanded by the same Officer, on the Irish Station.

21. SQUIRREL, 24 Guns, Captain Ernest Brown. Fitting at Woolwich in May, 1803. Built at Liverpool in 1785. A name nearly as suitable to a Man of War as that of the *Blackbird*. The SQUIRREL, however, appears among the Ships that were in commission at the conclusion of the war in December, 1763, when she was commanded by Captain James Cranston.—In May, 1801, this Ship had been in Yarmouth Roads, commanded by Captain J. Hamstead; and in May, 1802, she was laid up in Ordinary at Woolwich. At present on the Downs Station, commanded by Captain E. Brawn.

22. LA TOURTERELLE, *en flute*, 30 Guns, Captain J. Fergussonne. In the Mediterranean in May, 1803. Taken from the French, March 13th, 1795, by the Lively, Captain G. Burlton, 13 leagues from Ushant.—This Ship was commanded by Captain Fergussonne on a secret expedition in May, 1801; and was under him in the Mediterranean in May, 1802. At present as a Guard Ship, 28 guns, at Greenock, commanded by Captain J. Simpson.

23. TERPSICHORE, 28 Guns, Captain W. Bathurst. In the East Indies in May, 1803. Built at Mistleythorn in 1785. This Muse presided over dancing; and can have but little to do with a Ship; unless, indeed, where it has a *Fiddle Head.*—In May, 1801, this Ship had been commanded by Captain J. Mackellar in Yarmouth Roads; and in May, 1802, in the East Indies. At present a 32-gun Frigate, under Captain W. Bathurst, in the East Indies.

24. WILLIAM, *armed Ship*, 22 Guns. carronades, Captain Thomas Brown. On her passage to the Mediterranean in May, 1803. Purchased by Government in 1798.—In Ordinary at Deptford, May, 1801; and had been fitting at Woolwich, under Mr. William Lloyd, *Master*, in May, 1802. At present in the river Thames, under Mr. H. Duncan, *Master*.

SLOOPS OF WAR.

Vessels from 18 *to* 16 *Guns inclusive.*

1. ALBATROSS, *Brig*, 18 Guns, Captain Lord G. Stuart. In the East Indies in May, 1803. Built in 1795 at Ross's yard, Chatham. Captain Scott we believe was the first Commander appointed to her, in January, 1796.—This Ship sailed for the East Indies, July 9, 1798; and was, in May, 1801, commanded by Captain Waller; and also in May, 1802, commanded by Lieutenant C. Malcolm.—Continues at present in the East Indies under Captain H. Batt.

2. ATALANTE, 16 Guns, Captain J. O. Masefield. Cruising in May, 1803. Taken from the French off Scilly, January 10th, 1797, by the PHŒBE, Captain R. Barlow.—Had been in the Channel, under Captain A. J. Griffith, in May, 1801, and May, 1802. At present in Plymouth Sound, under Captain Masefield.

3. BEAVER, 18 Guns, Captain Charles Pelly. Fitting at Deptford in May, 1803. Built in 1795 at Chatham. Had been in the Channel in May, 1801, and on the Cork Station in May, 1802, commanded by Captain C. B. Jones. At present in the North Seas, commanded by Captain C. M. Gregory.

4. BUSY, 18 Guns, Captain T. Clinch. At Trinidad in May, 1803. Built at Chatham in 1797.—Had been, in May, 1801, on the Leeward Island Station, commanded by Lord Viscount Falkland; on which Station she continued in May, 1802. At present in the West Indies, under Captain Clinch: she sailed April 20, 1804.

5. BITTERN, 16 Guns, Captain R. Corbet. At Gibraltar in May, 1803. Built in 1796 at Adams's yard, Bucklershard.—Had been in the North Seas, commanded by Captain E. Kittoe in May, 1801; and was at Spithead, under Captain Corbet, in May, 1802. At present carries 18 Guns, with the same Captain at Gibraltar.

6. CAMELEON, *Brig*, 18 Guns, Captain Thomas Staines. In the Mediterranean in May, 1803. Built of Fir at Deptford in 1795. Captain R. H. A. Bennett first commissioned her; and was succeeded in February, 1796, by Captain R. W. Bowyer, who then commanded her at the Nore.—Had been in the Mediterranean, on the Egyptian Expedition, in May, 1801; where she continued in May, 1802. At present remains under Captain Staines in the Mediterranean.

7. CYANE, 18 Guns, Captain Murray Maxwell. At the Leeward Islands in May, 1803. Built at Chatham in 1796. She was first commissioned in May, 1796, by Captain R. Manning. CYANE was a Nymph of *Syracuse*, in whose history not one event appears that has any connexion with Naval History. The name of this Sloop should rather have been Cyaneæ, which was given by the Ancients to two floating islands at the entrance of the Euxine. This Ship was at the Leeward Islands in May, 1801, and May, 1802, commanded by Captain H. Matson. At present commanded by the Hon. Captain G. Cadogan at the Leeward Islands.

8. CORSO, *Brig*, 18 Guns, Lieutenant Joshua Kneeshaw. At Gravesend, to receive men, in May, 1803. Taken from the Spaniards December 2, 1796, in the Mediterranean, by the Southampton, Captain Macnamara.—Had been in the Mediterranean in May, 1801; and in the Spring of 1802, commanded by Captain W. Ricketts: on her return in that year she was paid off. At present continues under the same Lieutenant, at Gravesend, to receive men.

9. CALYPSO, 16 Guns, Captain W. Venour. On the Jamaica Station in May, 1803. Built in 1783 on the river Thames.—Calypso was one of the daughters of *Oceanus.*—This Ship sailed as Convoy to the West Indies, under Captain Joseph Baker, September 6, 1799; remained in the same seas, commanded by Captain E. P. Brenton, in June, and by Captain W. Venour in August, 1802.—In August, 1803, when under the same Officer, she was run down and sunk, with all her crew, in a gale of wind on her return to England, by one of her convoy.

10. CRUISER, 18 Guns, Captain John Hancock. In the Downs, May, 1803. Built in 1797 at Deptford. Captain C. Woolaston first commissioned her in February, 1798.—Was in the North Seas, under Captain Hancock, in May 1801, and May 1802. At present in the Downs, under the same Officer.

11. CHERWELL, 18 Guns, Captain P. Dumaresque. Fitting at Plymouth in May, 1803. Originally called l'AURORE, Corvette, taken from the French, Jan. 18, 1801, by the THAMES, Captain W. Lukin, at sea, on her passage to France from the isle of Mauritius. At present on the Jersey Station, commanded by Captain Dumaresque.

12. FAIRY, 16 Guns, Captain Lord W. Fitzroy. Cruising in May, 1803. Built in 1778 at Sheerness.—Had sailed to the West Indies, under Captain F. Warren, December the 7th, 1800; and was on the Leeward Island Station, Lieutenant John Impey *acting*, in May, 1802. At present at Jamaica, under the Hon. Capt. C. Powys.

13. FURY, *Bomb*, 16 Guns, Captain Frederick Langford. At the Nore in May, 1803. Built in 1790.—Had been attached to the Egyptian Expedition, under Captain R. Curry, in May, 1801; and, on her return in the Summer of 1802, she was paid off. At present continues under Captain Joseph Edmonds in the Downs.

14. GANNET, *Brig*, 16 Guns, Captain Edward Bass, appointed to this Ship in July, 1802, and cruising in May, 1803. Built in 1800 at Chatham: first commissioned there in May, 1800, by Captain Is. Cotgrave. Was at Portsmouth in May, 1801, under Lieutenant John Roberts; and in November, under Captain Cotgrave, in the Downs. Captain A. S. Burrowes was appointed to her in March, 1802. At present under Captain Bas in the Channel.

15. HARPY, *Brig*, 18 Guns, Captain Edmund Heywood. Cruising in the North Sea in May, 1803. Built in 1796 at Mr. King's yard, Dover.—Had been attached to the Baltic Fleet, under Captain T. Boys, in May, 1801; and was at Sheerness, refitting, under the same Officer, in May, 1802. At present continues under Captain Heywood in the Downs.

16. HUNTER, *Brig*, 18 Guns, Captain S. H. Inglefield. Sailed with sealed orders, May 19, 1803. Built in 1801, and commissioned in August by Captain John Jones, who sailed in her to the Downs. Was at Plymouth under the same Officer, May, 1802. At present commanded by Captain Inglefield at Jamaica.

17. HAZARD, 18 Guns, Captain R. I. Neve. Sailed with sealed orders in May, 1803. Built in 1794 at Brindley's yard, Finsbury. Had been on the Irish Station, commanded by Captain W. Butterfield, in May, 1801; and at Plymouth in May, 1802. Continues at present in the Channel.

18. HORNET, 16 Guns, Captain P. Hunt. At Barbadoes in May, 1803. Built at Stalkart's yard, Rotherhithe, in 1794. Was at the Leeward Islands, under Captain J. Nash, in May 1801, and May 1802. At present a Sloop of 18 Guns, on that Station, commanded by Captain J. Lawrence.

19. IMOGENE, 18 Guns, Captain H. Vaughan. In the Channel in May, 1803. Originally the French Privateer *le Diable a Quatre*, purchased by Government in 1801. In May, 1801, she was fitting at Plymouth, under Captain R. Prater; and was commanded by Captain H. Vaughan in May, 1802: under whom she at present continues at the Leeward Islands.

20. JALOUSE, *Brig*, 18 Guns, Captain Charles Strachey, cruising in May, 1803. Taken from the French, May 31, 1797, in the North Sea, by the Vestal, Captain C. White. Was commanded by the Honourable Captain F. P. Irwy in the North Sea in May, 1801; and by Captain Charles Strachey at Yarmouth in May, 1802. At present remains under Captain Strachey in the Mediterranean.

21. **KITE**, *Brig*, 18 Guns, Captain P. Pipon. On the Jersey Station in May, 1803. Built of Fir in 1795 at Portsmouth.—Had been in Yarmouth Roads in May, 1801, commanded by Captain S. T. Digby; and at Sheerness under Captain Pipon in June, 1802. Continues at present under Captain Pipon on the Jersey Station.

22. **LARK**, 16 Guns, Captain John Tower. Cruising in the Downs in May, 1803. Built in 1794 at Pitcher's yard, Northfleet. Had been on the Jamaica Station under Captain J. W. Loring, May, 1801, and under Captain J. Tippett in June, 1802. Continues at present in the Downs, a Sloop of 18 guns, under Captain Frederick Langford.

23. **LILLY**, 16 Guns, Captain W. Compton. On the Hallifax Station in May, 1803. Originally the SPENCER. Built in 1795. Had been at the Bahamas, under Captain Joseph Spear, in May, 1801, and at Hallifax in May, 1802. Continues at present at the Bahamas, a Sloop of 18 guns, under Captain R. M'Donnell.

24. **LYNX**, 16 Guns, Captain J. W. Marshall. Cruising in May, 1803. Built at Cleverley's yard, Gravesend, 1794, and first commissioned by Capt. C. V. Penrouse.—Had been in the North Sea, under Captain A. Skene, May, 1801; who was succeeded by Captain J. W. Marshall in June, 1802. Continues at present a Sloop of 18 guns, under his Command in the North Sea.

25. **LIBERTY**, *Brig*, 16 Guns, Lieutenant W. M. Courtney. In the Channel in May, 1803. Purchased in 1779. Had been in the Channel under Lieutenant H. Cook, in May, 1801; and under Lieutenant Hardy in April, 1802. At present on the Jersey Station, 14 guns, commanded by Lieutenant John Codd.

26. **MILBROOKE**, *Schooner*, 18 Guns, Lieutenant M. N. Starck. Cruising in the Downs in May, 1803. Built in 1797. Had been in the Channel, under Lieut. Starck, in May, 1801; and at Gibraltar in May, 1802. At present 14 guns, commanded by Lieut. Carpenter, in the Downs.

27. **MORGIANA**, 16 Guns, Capt. Robert Raynsford. Sailed with Dispatches, May 11, 1803. Originally *l'Actif*, taken from the French in 1800. Had sailed, July 9, 1801, under Captain Charles Otter, attached to the Egyptian Expedition; and remained under his command at Portsmouth in May, 1802. At present remains in the Mediterranean under Captain Raynsford.

28. **OSPREY**, 18 Guns, Captain George Younghusband. At the Leeward Islands in May, 1803. Built in 1797. Had been off the Coast of Africa, under Captain J. Watts, in May, 1801; and in the West Indies, under Captain George Irwin, in May, 1802. Continues at present at the Leeward Islands, commanded by Captain Younghusband.

29. **PHEASANT**, 18 Guns, Captain H. Carew. On the Hallifax Station in May, 1803. Built at Shoreham in 1798. Commissioned by Captain W. Skipsey, under whom she sailed in the same year.—Was on the Hallifax Station, commanded by Captain H. Carew, in May 1801, and May 1802. At present at Spithead, under the same Officer.

30. **PORT MAHON**, *Brig*, 18 Guns, Captain H Neville. Sailed with dispatches, May, 1803. Built at Minorca in 1799. Was in the Mediterranean under Captain W. Buchanan in May 1801, and May 1802. At present at Honduras, Captain T. Garth acting.

31. **PYLADES**, 18 Guns, Captain A. S. Burrowes. Off the Coast of Africa in May, 1803. Built in 1791. With the Baltic Fleet, commanded by Captain James Boorder in May, 1801, and in Yarmouth Roads under the same Officer in May, 1802. Continues at present under Captain Burrowes, on the coast of Africa.

32. **PELICAN**, *Brig*, 18 Guns, Captain Thomas Garth. On the Jamaica Station in May, 1803. Built in 1795. Refitting at Portsmouth, under Captain J. Thicknesse, in June, 1801; and commanded by Captain Henry Whitby at Jamaica in May, 1802. Continues at Jamaica, under Captain Francis Macdonald.

33. **PETERELL**, 16 Guns, Captain J. Lamborn. Cruising in the Channel in May, 1803. Built in 1794. Was in the Mediterranean, off the coast of Egypt, in May, 1801; and cruising in the Channel, commanded by Captain Lamborn, in May, 1802. Sailed for the West Indies, under Captain Lamborn, April 2, 1804.

34. PIGMY, *Cutter*, Lieutenant M. White. In the Channel in May, 1803. Taken from the French in 1779, and then called the MUTINE. Commanded by Lieutenant W. Shepheard, in the Mediterranean, in May 1801, and May 1802. At present on the Jersey Station, under Lieutenant Burgess.

35. RACOON, *Brig*, Captain W. Rathbone. At Jamaica in May, 1803. Built of Fir in 1795. Under the same Commander, on the Downs Station, in May, 1801; and in the Mediterranean in May, 1802. At present at the Bahamas, under Captain Gordon.

36. RAVEN, *Brig*, 18 Guns, Captain Spelman Swaine. At Malta in May, 1803. Late *l'Arethuse*, taken from the French in 1799 Commanded by Captain James Sanders, in the Channel, in May, 1801; and sailed under him to Leith, with Seamen, in May, 1802. Lost on the S.W. of Scilly, when commanded by Captain Swaine, Jan. 6, 1804: crew saved.

37. REPUBLICAN, *Schooner*, 18 Guns, in the West Indies in May, 1803. Taken from the French in 1795. Continued in the West Indies in May 1801, and May 1802.

38. RANGER, 16 Guns, Captain Charles Coote. In the Channel, May, 1803 Built in 1794. Commanded on the North Sea Station by Captain John Little, in May, 1801; and sailed under Captain Coote to Embden, with Seamen, in May, 1802. Remains under the same Officer, in the Channel.

39 REDBRIDGE, *Schooner*, 16 Guns, Lieutenant G. Lempriere. At Malta in May, 18 3. Built in 1796. On the Jersey Station, under the same Commander, in May, 1801: and sailed with him to Dublin, with Seamen, April 24, 1802. Taken by a squadron of French Frigates, whilst under Lieutenant Lempriere, near Toulon, in August, 1803.

40. RAMBLER, 14 Guns, Captain Thomas Innes. Stationed from Plymouth to the Lizard in May, 1803. Built in 1797. Commanded by Captain P. Rye on the Jersey Station, in May, 1801; and in the Channel in May, 1802. Continues at present under Captain Thomas Innes in the Channel.

41. RATTLESNAKE, 16 Guns, Captain John Cramer. In the East Indies in May, 1803. Built in 1791. Had been at the Cape of Good Hope, under Captain R Curtis, in May, 1801; and under Captain Mottley in May, 1802. Continues under Captain Cramer in the East Indies.

42 SEA GULL, *Brig*, 18 Guns, Captain H. Burke. Refitting at Plymouth in May, 1803. Built of Fir in 1795. Had been in the Channel, under Captain John Wainwright, in May, 1801; and under Captain Burke in May, 1802. Continues under Captain Burke in the Channel.

43. STORK 18 Guns, Captain Frederick Cottrell. On the Jamaica Station in May, 1803 Built in 1796 Had been under Captain W. Parker in the Channel, in May, 1801; and sailed with Captain B. W. Taylor to Jamaica, April 7, 1802. Continues on the Jamaica Station, under Captain George Le Geyt.

44. SYLPH, *Brig*, 18 Guns, Captain W. Goate. Cruising in the Channel in May, 1803 Built in 1795. Had been under Captain C. Dashwood in the Channel, May, 1801; and under Captain Goate in February, 1802. Continues in the Channel, under the same Officer.

45. SNAKE, 18 Guns, Captain W. Roberts. On the Jamaica Station in May, 1803 Built in 1798. Had sailed under the same Officer as Convoy to the coast of Africa, March 11, 1801; and was with him at Honduras in May, 1802. Continues under Captain Roberts at the Bahamas.

46. LA SOPHIE, 18 Guns, Captain P. L. J. Rosenhagen. Cruising in the North Sea, May, 1803 Privateer, purchased; taken from the French in 1798. Had sailed as Convoy to Newfoundland under Captain Burdett, March 31, 1801; and to Ireland, May 17, 18 2. At present commanded by Captain Rosenhagen in the Mediterranean.

47. SURINAM, 18 Guns, Captain R. Tucker. In the West Indies, May, 1803. Originally *le Hussar*, taken from the French in 1799. Had been on the

Leeward Islands Station, under Captain Charles Cole, in May, 1801; and remained on that Station in May, 1802. Detained as a prize by the Dutch at the island of Curaçoa in 1803.

48. SHARK, 16 Guns, Captain S. B. Herring. At Jamaica in May, 1803. Built in 1799. Had been under Captain James Carthew at Spithead in May, 1801; and under Captain C. M. Wilmot, at Jamaica, in May, 1802. Continues on the same Station, commanded by Captain Henry Baker.

49. SPITFIRE, 16 Guns, Captain Robert Keen. Cruising in May, 1803. Built in 1782. Had been in the Channel, under the same Officer, in May, 1801; and was stationed from Milford to Liverpool in May, 1802. Continues in the Channel under the same Commander.

50. SPIDER, *Schooner*, 16 Guns, Lieutenant Harding Shaw. At Gibraltar in May, 1803. Taken from the French in 1782. Had been under Lieutenant Richard Harrison in the Channel, May 1801; and in Plymouth Sound, May, 1802. Continues under Lieutenant Shaw at Gibraltar.

51. SWAN, 14 Guns. At Portsmouth in May, 1803. Built in 1767. Had been at Portsmouth in commission, May, 1801, and May, 1802. Continues at Portsmouth.

52. STARLING, *Gun-Vessel*, 14 Carronades, Lieutenant John Guyon. Cruizing in May, 1803. Built in 1801. Had been at Guernsey in May, 1801; and at Portsmouth in May, 1802. Continues under Lieutenant Guyon in the Downs.

53. SNIPE, *Gun Vessel*, 14 Carronades, Lieutenant C. Champion. Cruising on the Downs Station in May, 1803. Built in 1801 at Adams's yard, Bucklershard. Had been at Sheerness with Lieutenant Champion in May, 1802. Continues under the same Officer in the North Sea.

54. TERMAGANT, 18 Guns, Captain J. Stewart. In the Mediterranean in May, 1803. Built in 1796. Had been in the Mediterranean, under Captain W. Skipsey, in May, 1801; and Lieutenant C. Foote, in May, 1802. Continues in the Mediterranean, under Captain R. Pellet.

55. THORN, 16 Guns, G. Cranston, *Master*. At Deptford as the Marine Society's Ship. Built in 1779.

56. VICTOR, 18 Guns, Captain John Hornsey. In the East Indies, May, 1803 Built in 1798. Had been attached to the Secret Expedition under Sir Home Popham in May, 1801, commanded by Captain G. R. Collier. Continues in the East Indies, under C. J. Johnston.

57. LA VICTORIEUSE, *Brig*, 16 Guns, Captain J. Richards. At Malta in May, 1803. Taken from the French in 1795. Had been under Captain Richards in the Mediterranean, May, 1801; and remained on the same Station in May, 1802. At present a Brig in Ordinary at Plymouth.

58. VIXEN, *Gun Brig*, 14 Carronades, Lieutenant Philip Browne. Cruising on the Downs Station in May, 1803. Built in 1801, and first commissioned by Lieutenant John Baker (2). Continues under the command of Lieutenant Browne in the North Sea.

59. WEAZLE, *Brig*, 16 Guns, Captain William Durban. In the Mediterranean, May, 1803. Built in 1799. Had been cruising in the Channel, under the same Officer, in May, 1801; and in the Mediterranean in May, 1802. Driven on shore, under Captain W Layman, March 1, 1804, in a gale, near Cabritta Point, Gibraltar Bay, and went to pieces: only one man perished.

60. ZEBRA, *Bomb*, 16 Guns, Captain W. Beauchamp. At the Nore in May, 1803. Built in 1780. Had been with the Baltic Fleet, commanded by Captain E. S. Clay, in May, 1801; and was in Ordinary at Plymouth in May, 1802. Continues under the former Officer, on the Downs Station.

[*To be continued.*

INDEX

TO THE

MEMOIRS, HINTS, PHILOSOPHICAL PAPERS, MEDICAL FACTS, NAVAL LITERATURE, POETRY, REMARKABLE INCIDENTS, *&c. &c.* IN VOL. XI.

A.

ADMIRALTY SESSIONS; trials at, 70.

AFRICA, River Mitombo in; some account of, 20.

ANECDOTES of Lord Hervey, 13. Of Admiral Cornwallis, 14. 100. 207. Of Admiral Savage, 208. Of Sir Edward Pellew, 279. Of His Royal Highness the Duke of Clarence, when Prince William Henry, 280. Of Captain Samuel Hood, *ib.* Of Admiral Boscawen, 281. Of Vice-Admiral Sir Samuel Cornish, Bart. 345. Of the late Admiral Lord Hawke, 445. Of George II, *ib.* Of Major Wolfe, *ib.*

ANEMOMETER; description of a newly invented one, 278.

APOLLO; interesting narrative of the loss of the, 392.

ARCHER's (Lieut.) Letter to his mother, containing an account of the loss of his Majesty's Ship Phœnix, 282.

B.

BAILLY, Mons.; extracts from his Essay on the Refrigeration of the Earth, &c. 23.

BARROW, Mr. **JOHN**; remarks on, and extracts from, his Travels into the Interior of Southern Africa, 212. 375.

BELL ROCK; some account of the erection of a beacon on the, 73.

BLOCKADES; letter to the Editor respecting their inefficacy, 12.

BOAT, experiments made of a cloth one at Paris, 445.

BOSCAWEN, Admiral; anecdotes of him, 281.

BRODIE, Captain **JOSEPH**; thanks of the Incorporation of Merchants and Traffickers of Leith voted to him for erecting a beacon on the Bell Rock, 73.

C.

CALDWELL, Admiral; portrait and biographical memoir of, 1. Some particulars of his family, 2. Studies at the Royal Academy at Portsmouth, *ib.* Goes to sea in the Isis, and is removed to the flag-ship of Admiral Boscawen, *ib.* Is in the celebrated victory obtained by Sir Edward Hawke over M. de Conflans, 5. Promoted to the rank of Lieut. *ib.* Appointed to the command of the Martin Sloop, *ib.* Raised to the rank of Post Captain in the Milford frigate, *ib.* Appointed to command the Emerald frigate, and distinguishes himself on the North America station, 6. Blockades the Capes of Virginia, and takes the Virginia frigate, *ib.* Promoted, on his return from America, to the Hannibal, and brings home an East India convoy, *ib.* Appointed to the command of the Agamemnon, which forms one of Admiral Kempenfelt's squadron, that is ordered to intercept the Brest fleet, *ib.* They cut off about twenty sail of the convoy, *ib.* Captain Caldwell falls in with seven sail of transports bound for Martinico, and captures five of them, 7. Ordered to join Sir George Bridges Rodney in the West Indies, and is in the memorable action of the 12th April, 1782, *ib.* His ship suffers severely in the engagement, *ib.* Promoted to the rank of Rear-Admiral of the White, and hoists his flag on board the Cumberland, 8. Advanced to be Rear-Admiral of the Red, and hoists his flag on board the Impregnable, *ib.* Promoted to be Vice-Admiral of the Blue, shifts his flag into the Majestic, and joins Sir John Jervis on the Leeward Island station, 9. Succeeds Sir John as Commander in Chief on that station, *ib.* Raised to the rank of Admiral of the Blue, *ib.*

CALEDONIAN CANAL, proceedings in Parliament respecting the, 488.

CAMELFORD, Lord; some account of, 207.

CAPE OF GOOD HOPE; some account of the slaves at the, 14.

CHATHAM DOCK; a correct list of the ships at present there, 401.

CHURCHMAN, JOHN, some account given by him of the recession of the sea, 465.

CLARENCE; anecdote of his Royal Highness the Duke of, 280.

CLARKE, Rev. JAMES STANIER; some account of the edition of Falconer's Shipwreck which he illustrated with notes, and to which he has prefixed the Life of the Author, 305. Extracts from, 467.

COLPOYS, Admiral Sir JOHN; portrait and biographical memoir of, 265. Serves at the siege of Louisbourg and Martinique, *ib.* Sails to the East Indies, where he is made Master and Commander, and afterwards promoted to the rank of Post Captain, *ib.* Was one of the officers who composed the Court-Martial for the trial of Admiral Sir Hugh Palliser, 266. Appointed to the command of the Royal George, *ib.* Commands the Orpheus frigate, 267. Appointed to the command of the Hannibal, and sails with the squadron under Rear-Admiral Gardner to the West Indies, *ib.* Promoted to the rank of Rear-Admiral of the Blue, and afterwards to be Rear-Admiral of the White, and hoists his flag on board the London, 268. Advanced to be Vice-Admiral of the Blue, and sails with the Channel fleet under the command of Lord Bridport, *ib.* They engage the enemy's fleet, and capture three of their line of battle ships, *ib.* Vice-Admiral Colpoys arrives at Spithead, where symptoms of mutiny display themselves, 269. The Vice-Admiral, together with Admirals Gardner and Pole, confer with the delegates from the fleet, on board the Queen Charlotte, 270. He determines to prevent a meeting of the delegates on board the London, *ib.* The delegates persist, and wound Lieut. Sims; the marines then fire, and kill five seamen, 271. The crew of the London declare open hostility against the officers and marines, *ib.* They proceed to hang the First Lieutenant, but are prevented by the interference of the Vice-Admiral, *ib.* The mutineers confine the Admiral, Captain Griffiths, and the Officers, to their cabins, and imprison the marines, *ib.* The Vice-Admiral, the Captain, and the Chaplain, go on shore, *ib.* Lord Howe arrives at Portsmouth, with full powers for settling the different points in dispute, *ib.* Affairs are, for a time, adjusted to the satisfaction of the seamen, 272. Vice-Admiral Colpoys is invested with the noble order of the Bath, and raised to the rank of Admiral of the Blue, *ib.* Ceremonial of his Knighthood and Investiture, 362.

COPENHAGEN, naval monuments at, 357.

CORNISH, Admiral SAMUEL PITCHFORD; biographical memoir of, 345. Assumes the name of his maternal uncle the late Vice-Admiral Sir Samuel Cornish, Bart. *ib.* Anecdote of Sir Samuel, *ib.* Mr. Cornish sails with his uncle to the East Indies, and is promoted by him to the rank of Lieutenant, 346. Is in several engagements while serving under his uncle, 347. Promoted to be Captain of the America, *ib.* Is in the expedition against Luconia, *ib.* Assists at the taking of the town of Manilla and port of Cavite, &c. 348. Distinguishes himself as Lieut. Colonel of a battalion of seamen on shore, *ib.* Official account of the taking of Manilla, *ib.* Continues on the East India station during the remainder of the war, and suffers severely in a storm, 352. Returns to England, and marries Miss Gambier of Cavendish Square, 353. Appointed to the Arrogant, and sails to the West Indies under Admiral Rodney, *ib.* Is in the celebrated actions of the 9th and 12th of April, 1782, *ib.* Promoted to the rank of Rear-Admiral of the Blue, and sails on a cruise, 354. Sails with a squadron to the West Indies, *ib.* His farther promotions, *ib.*

CORNWALLIS, Admiral; anecdotes of, 14. His portrait and character, 100.

D.

DENON; extracts from his Travels in Egypt, 19.

DIGBY, Honourable Admiral ROBERT; biographical memoir of, 89. Some particulars of his family, *ib.* Goes to sea in the Edinburgh, 90. Made Post Captain, and appointed to the Solebay frigate, *ib.* Appointed to the command of the Dunkirk, *ib.* Sails with Sir Edward Hawke in the expedition against Rochfort, *ib.* Sails with the squadron under Commodore Keppel for the reduction of Gorée, *ib.* Detailed account of the reduction of that settlement, *ib.* Participates in the victory obtained by Sir Edward Hawke over the Marquis de Conflans, 94. Dispatched under Captain H. Palliser, *ib.* Elected a representative in Parliament for the city of Wells, *ib.* Appointed to be a Colonel of marines, *ib.* Appointed to the Ramillies, in the Channel fleet, under Admiral Keppel, *ib.* Is

in

in the action with the French fleet under the Comte d'Orvilliers, 95. Promoted to the rank of Rear-Admiral of the Blue, and hoists his flag on board the Prince George, *ib.* Is entrusted with the nautical education of Prince William Henry, *ib.* Commands a division of the Channel fleet under Admiral Sir Chas. Hardy, *ib.* Sails as second in command of the fleet for the relief of Gibraltar in the year 1779, 96. They capture a Spanish squadron, *ib.* Defeat the fleet under the command of Don Juan de Langara, *ib.* Extracts from Admiral Rodney's official letter on the occasion, *ib.* Rear-Admiral Digby returns to England with thirteen sail of the line and the Spanish prizes, 97. Falls in with a French convoy, and captures three of them, together with the commanding ship, the Prothée, 98. Advanced to be Rear-Admiral of the Red, and sails with three ships of the line to America, to reinforce Admiral Graves, and to take the chief command, *ib.* Shifts his flag from the Prince George to the Lion, and detaches every other ship of the line under his command with Sir Samuel Hood for the better protection of our West India possessions, 99. His promotions, *ib.*

DISCOVERY, Russian voyage of, 113.

DOUGLAS, Sir ANDREW SNAPE; inscription designed for a monument to the memory of the late, 103.

DROWNING PERSONS, preservation of, 208.

E.

EARTH, refrigeration of the, or the decrease of the native heat of the globe, 115.

EAST INDIA REPORT, 337. 411.

ESCAPE; providential one of Robert Scotney, 397.

EXPEDITION, Russian; ſome account of, 278.

F.

FALCONER, WILLIAM; some account of his Poem entitled the Shipwreck, 305. Extracts from, 467.

FLORIDA STREAM; chart of the supposed course of the, 372. Description of the plate, *ib.*

FOTHERGILL, Dr.; extracts from his Essay on an Asylum for shipwrecked mariners, and the protection of their trade, 55.

FUR-TRADE; advantages which that of the north-west coast of America offers to Great Britain, 108.

G.

GEORGE II, anecdote of, 445.

GOREE; some account of the reduction of the French settlement of, 90.

H.

HARDACRE's naval improvement, 104.

HARMATTAN, a periodical wind of Africa; extracts from Dr. Dodson's paper on the, 364.

HARVEY and HUTT, Captains; description of the monument erected to their memory in Westminster Abbey, 363.

——————, Captains; inquiry by a Correspondent, why there is no inscription on the Monument erected to their memory, 470.

HAWKE, anecdote of Admiral Lord, 445.

HERVEY, Lord, French anecdote of, 13.

HOOD, Captain SAMUEL, bravery of, 280.

———, Right Hon. SAMUEL Lord Viscount, portrait of, 400. Description of the plate, *ib.* Debate in Parliament respecting his claim to remuneration for the ships captured at Toulon, 479.

I.

IMPERIAL PARLIAMENT, debates interesting to the Navy in the, 234. 316. 479.

INVASION; letter to the Editor, shewing that it is little to be apprehended though our fleet should be blown off its station at Brest, 12.

INVERARITY, Captain D.; nautical information communicated by him, 358.

JAMES, Captain THOMAS; abstract of his voyage for the discovery of a north-west passage into the South Sea, 137. 213. 384.

JERSEY; false alarm excited there, 419.

K.

KENTISH's improved Derrick for loading and unloading ships, 105.

KING'S BENCH, Court of, trial of Michael and John Hedges in the, for peculation in the DOCK-YARDS, 151. Sir Andrew Snape Hammond and others *versus* Brents, 234.

KNIGHT, Rear-Admiral JOHN, portrait and biographical memoir of, 425. Some particulars of his family, *ib.* Enters the Navy under his father's command, and serves in the expeditions at Cancalle, Cherbourg, and St. Cas, *ib.* Was with the Fleet under Lord Anson which escorted her present Majesty to England, 427. Passes his examination for an Officer, and serves under Admiral Lord Colville and Lord Hood in America, and assists in the maritime survey of that coast, 427. Some account of the unfortunate expedition against St. Malo, *ib.* Mr. Knight's character, as an Officer, held in high estimation by his superior Officers, 428. Enters an enemy's port, and takes several vessels, *ib.* Generous conduct of Lord Howe on the occasion, *ib.* Appointed by Lord Howe to his flag-ship, who gives him the charge of conducting his fleet through the most intricate channels, *ib.* Appointed by Lord Hood to be his First Lieutenant, and afterwards promoted to the rank of Post Captain by the same Commander, *ib.* His abilities are in such high estimation with Lord Hood, that he removes him from the Shrewsbury, of 74 guns, to command his own flag-ship in the decisive action with de Grasse, *ib.* Receives the sword of Count de Grasse, and presents it to his Admiral, *ib.* Prince William Henry studies under Capt. Knight on board the Barfleur, 429. At the commencement of the war in 1793, Captain Knight is appointed to Lord Hood's several flag-ships, *ib.* Is with his Lordship at Toulon and Corsica, *ib.* Superseded at Corsica by Sir John Jervis, and on his return to Europe is appointed to command the Montague, and is with Lord Duncan in the memorable engagement of the 11th of October, 1797, 430. Enjoys a separate command on the coast of Ireland, and is afterwards under the Earl of St. Vincent and Lord Keith, in the Mediterranean, and at the blockade of Cadiz and Brest, *ib.* Promoted to the rank of Rear-Admiral of the Blue Squadron, and afterwards advanced to be Rear-Admiral of the White, 431.

L.

Land's End, the, 107.

Langston, Lieut. **Joseph**, anecdote of, 361.

Launch of the Royal Sovereign Yacht, at Deptford, 407.

Letter; extract of one from on board the Princess of Orange, off the Texel, 419.

Life-boats; letter to the Editor shewing how their use may be extended, 9.

Louisiana, Voyage à la; extracts from, 45.

M.

Magnificent, account of the loss of, 293.

Mariners, notice to, 75.

Marine Barrier; representation of one for effectually preventing boats from landing on an open beach, 360.

Marine Designs, naval Portraits, &c. in the exhibition at the Royal Academy in 1804, 402.

Marine List of ships lost, captured, and recaptured, &c. 88. 176 264. 422.

Marine Scenery, 19. 107.

Mediterranean Report, 338, 413.

Monument, Naval, at Copenhagen, 357.

N.

Narrow Sea Report, from April 2 to April 17, 338;—from April 17 to May 7, 414.

Nautical Epigram, 18.

Nautical Information communicated by Captain D. Inverarity, 398.

Nautical Jeux d'Esprit, 18.

Naval Anecdotes, Commercial Hints, Recollections, &c. 13. 100. 207. 273. 355. 431; specified under their various subject words.

Naval Courts Martial, trials by, 75. 166.

Naval Defence of the Country, important debate in Parliament respecting the, 316.

Naval Events; chronological sketch of the most remarkable of the year 1803, 65.

Naval History of the present year 1804. Retrospect, 314. 416. 477.

Naval Literature. See Denon, Bailly, Fothergill, James, Barrow, Falconer, Clarke.

Naval Reform; fourth Report of the Commissioners of Naval Inquiry, 31. 124. 217. 295. 457.

Navigation, solution of mathematical problems relating to the art of, 355.

Navy; an account of the number of ships composing it on the 31st December 1803, 257.

Navy, Royal, historical list of the; see Appendices, Nos. I, II, and III.

Nile; cataracts of the, 19.

Northern States' Report, 338.

North Sea Report, from March 23 to April 2, 340;—from April 8 to May 4, 418.

O.

Orde, Vice-Admiral Sir **John**; portrait and biographical memoir of, 177. Some particulars of his family, 178. Commences his naval career in 1766, *ib.* Made a Lieutenant by Sir George Rodney, 179. Appointed Second Lieutenant in the Roebuck, and sails to America, *ib.* Appointed First Lieutenant on board the Eagle, Lord Howe's flag-ship, *ib.* Promoted to the rank of Master and Commander, and appointed to the Zebra sloop

sloop of war, 180. Assists at the reduction of Philadelphia and the forts of the Delaware, *ib.* Made Post Captain, and appointed to the command of the Virginia frigate, *ib.* Serves on board the Raisonable while his own ship is repairing, *ib.* Leads a small squadron in pursuit of the American fleet, 181. Takes the Hampden of 20 guns, *ib.* Official letter of Sir George Collier, containing an account of the proceedings against the American fleet, 182. List of the rebel fleet destroyed at Penobscot, 184. Sir John Orde narrowly escapes being shot by a treacherous American Officer, 185. Is perilously situated, 186. Escapes by the assistance of a friendly American, 187. Assists at the taking of Charlestown, *ib.* Commands a battalion of seamen on shore, and is favourably noticed by the Commander in Chief, *ib.* Is sent with Admiral Arbuthnot's dispatches to England, and appointed to the command of the Chatham, and returns to America, *ib.* Comes back to England, and serves under Commodore Keith Stewart, in the North Sea, 188. Employed as senior Officer of a small squadron on the coast of France, *ib.* Appointed to the Roebuck, one of Commodore Sir John Jervis's squadron, *ib.* Receives the appointment of Governor of Dominica, and acts with vigour against the armed runaway negroes, *ib.* Unanimous vote of thanks from the Council and Assembly of Dominica presented to Sir John on this occasion, *ib.* Obtains leave to return to England, is created a Baronet, and returns to his government in the West Indies, 189. Suppresses an insurrection of the negroes, and receives the thanks of the principal planters, merchants, &c. of Dominica, *ib.* Returns to England at the special call of his Majesty's Ministers, 190. His honourable acquittal from the charges brought against him by the Assembly of Dominica, 191. Receives a flattering letter from the Right Honourable Henry Dundas, on the occasion, *ib.* Obtains permission to resign his government, and resumes the active duties of his profession on board the Victorious, *ib.* Appointed to the Venerable, and joins Lord Howe, then commanding the Channel fleet, 192. Appointed to command the Prince, of 98 guns, and promoted to the rank of Rear-Admiral of the White, *ib.* Hoists his flag on board the Cambridge, and takes the command at Plymouth, in which service he continues until the close of the mutiny, *ib.* His conduct highly approved of by Lord Spencer, First Lord of the Admiralty, *ib.* Hoists his flag at Portsmouth, and presides at the Court-Martial appointed to try the mutineers at the Nore, *ib.* Joins Lord St. Vincent on the Mediterranean station, and is sent by his Lordship to blockade the port of Cadiz, 193. Receives the thanks of Lord St. Vincent for his able conduct on that station, *ib.* A serious misunderstanding takes place betwixt Lord St. Vincent and Sir John Orde, *ib.* Copy of a letter sent by Sir John to the Admiralty, requesting a Court-Martial to be held on his Lordship, *ib.* The Admiralty decline granting his request, 194. Copy of another letter written by Sir John to the Admiralty on the same subject, 195. Copies of letters that passed betwixt Sir John and the Secretary of the Admiralty, 197. Promoted to the rank of Vice-Admiral of the Blue, and afterwards to that of Vice-Admiral of the White, 198. Receives a letter from Lord St. Vincent, 202. Extracts from Sir John's pamphlet, 204.

OSTEND, description of the plate of, 21.

P.

PARKER, Vice Admiral Sir WILLIAM, Bart.; Epitaph intended for a monument to be erected to the memory of the late, 356.

PELLEW, anecdote of Sir EDWARD, 279.

PEYROUSE, fate of M. de la, 101.

PHILOSOPHICAL PAPERS, 23. 113. 209. 364. 465.

PHŒNIX FRIGATE, account of the loss of, 282.

PLATE CXLII. Portrait of Benjamin Caldwell, Esq. Admiral of the Blue Squadron, 1.

——— CXLIII. An accurate View of Ostend, 21.

——— CXLIV. Portrait of the late Admiral Sir John Moore, Bart. K. B. 113.

——— CXLV. View of the Commissioner's House, in the Naval Yard, Halifax, Nova Scotia, 141.

——— CXLVI. Portrait of Sir John Orde, Bart. Vice-Admiral of the White Squadron, 177.

——— CXLVII. View of Dover Castle and the Town, 216.

——— CXLVIII. Portrait of Sir John Colpoys, K. B. Admiral of the Blue Squadron, 265.

——— CXLIX. View of Spithead, 304.

PLATE CL. Chart of the supposed Course of the Florida Stream, 372.

——— CLI. Portrait of the Right Hon. Samuel Lord Viscount Hood, Admiral of the White Squadron, and Governor of Greenwich Hospital, 400.

——— CLII. Portrait of Rear-Admiral Knight, 425.

——— CLIII. View of St. John's Harbour, Antigua, 456.

——— CLIV. FRONTISPIECE to the Eleventh Volume: being a correct Outline of the Monument lately erected in Westminster Abbey to the Memory of Captains Harvey and Hutt.

PLYMOUTH REPORT, from December 25, 1803, to January 24, 1804, 76;—from January 24 to February 22, 168;—from February 23 to March 26, 258;—from March 27 to April 5, 339;—from April 5 to May 10, 414.

POETRY. Description of the Dutch fleet under de Ruyter, 47. The British bomb-ketch's challenge to the French flotilla, 49. Stanzas written on observing, in the list of the British fleet, the names of many of our rivers appropriated to various ships, and that of Avon omitted, 50. Verses from Eurgillos on a Lady's comb, 51. Portsdown, and a fleet just sailing, 52. Praises of the English navigators, 142. The Orphan Sailor Boy, 147. Sonnet to the Sea-bird, 150. The Spirit of the Storm, 227. Imitation of ode xvi of the eleventh book of Horace, 229. The Midshipman's complaint, 231. The Mermaid's Song, 233. Sonnet written on a rocky eminence overhanging the sea, 233. Song, by the Rev. W. L. Bowles, 309. The Sea-Horse, by Dr. Aikin, *ib.* Crazy Kate, by Cowper, 310. Bryan and Pereene, a West Indian ballad, 311. Lines from Shakespeare, 313. Inscription at Godwood in Sussex, *ib.* Lines on the death of Lieut. Samuel Neville, 388. Favourite air, sung by Mr. Braham, 389. Extract from lines recited at the anniversary of the Literary Fund, written by Henry James Pye, Esq 390. Extract from Mr. Heber's Poem of Palestine, relative to the exploits of Buonaparté and Sir Sidney Smith, *ib.* Elegiac stanzas to the memory of Lieut. W. Boyd, 391. Extracts from Dr. Kirkpatrick's Poem entitled "The Sea Piece," 471. The custom of making a Crew free of the Tropic on first passing it, 473. The Adieu, to a Friend, on his departure for America, 474. Verses written by Mrs. Carter in a calm evening on the sea shore, 476. Song, by Mr. T. Dibdin, 477.

PORTSMOUTH REPORT, from December 26, 1803, to January 24, 1804, 83;—from January 25 to February 22, 172;—from February 23 to March 26, 260;—from March 23 to April 5, 340;—from April 6 to May 10, 416.

POULETTE; narrative of an officer belonging to that ship, 167.

PROMOTION, curious plea for, 359.

Q.

QUERIES, curious and interesting, 121. Answers to some of them, 209. 367.

R.

REGISTER, MONTHLY, OF NAVAL EVENTS, 71. 164. 255. 314. 477. The more material articles are severally mentioned under their respective subject words.

REPORTS, FOREIGN, 337. 411.

———, HOME, 338—342. 413—418.

RETROSPECT, 71. 164. 255. 314. 477.

ROYAL NAVY, historical list of the; see Appendices, Nos. I, II, and III

RUSSIAN EXPEDITION; some account of a, 278.

RUST, recipe for preventing, 106.

S.

SAILOR, character of a, 102.

———, curious account of a female one, 442.

SEA, some account of the recession of the, 465.

SEA-FIGHT; account of a remarkable one, 276.

——— ———; a Frenchman's account of the gallant behaviour of an Englishman in a memorable one, 431.

SEA-WATER, washing with, 107.

SEMINARY, ROYAL NAVY, some account of, 281.

SHIPS and other floating vessels; invention of a method for strengthening, 15.

SHIPS; a correct list of those that are at present in Chatham Dock, &c. 401.

———, British; list of those that were taken, or destroyed, during the present year, 406.

SHIPWRECK, account of 42 persons who perished by, near Spitzbergen, 357.

SHIPWRECKS, correct relation of, 282. 392. 447.

SMITH, Captain; curious extracts from his Travels, Adventures, &c. 273.

SOUND LIST, 357.

ST. LAWRENCE brigantine, account of the Shipwreck of the, 448.

T.

TALBOT, MARY-ANNE, curious account of, 442.

TELEGRAPHIC INVENTION; curious one by Captain Smith, 274.

THERMOLAMPES, or stoves which afford heat and light on an economical plan; some account of, 16.

TOULON; debate in Parliament on Lord Hood's claim to remuneration for Ships captured at, 479.

U.

VINEGAR, new preparation of, 446.

VOYAGE, abstract of Captain James's, for the discovery of a north-west passage into the South Sea, 137.

W.

WATER, method of purifying it, 446.

WATER-SPOUT of Geyser, in Iceland; some account of the, 41.

WEST INDIA REPORT, 412.

WOLFE, Major, anecdote of, 445.

INDEX *to the* GAZETTE LETTERS *in* VOL. XI.; *containing Accounts of the Captures, Proceedings, &c. by and of the undermentioned Officers and Ships.*

BENNET, Capt. 163
Bissell, Capt. Austin, 239, 240
Bland, Capt. Loftus Otway, 59
Bligh, Capt. John, 62
Brawn, Capt Ernest, 251
Browne, Lieut, Philip, 64
Duckworth, Rear-Admiral Sir J. T. 62. 160. 242. 247 248
Foley, Lieut. E. K. 159
Gore, Capt. John, 253
Graves, Capt. Tho. 153.
Gunthorpe, Mr. 64
Hardinge, Capt. G. N. 410
Hood, Commodore Samuel, 57, 58. 155. 158
Keith, Admiral Lord, 254
Loring, Capt. John, 243. 245, 246, 247
Maingy and Sons, Messrs. 255
Maitland, Capt. J. 64
Maitland, Capt. F. 409
Masefield, Capt. John, 60
Milne, Lieut. Robert, 255
Montagu, Adm. Geo. 163
Mudge, Capt. Zach. 242
Mundy, Capt. George, 163
Nelson, Vice-Adm. Lord, 252
Nourse, Capt. Joseph, 254
Owen, Capt. 154
Raynsford, Capt. R. 252
Robertson, Lieut. William, 154
Ross, Capt. 160
Selby, Capt. William, 162
Shepheard, Lieut. W. 65
Walker, Capt. James, 61
Williams, Lieut. John, 251
Winthrop, Capt. R. 152
Wood, Capt. J. A. 63
Wooldridge, Capt. 159
Young, Lieut. Robert, 152
Younghusband, Capt. Geo. 153

INDEX *to the* PROMOTIONS *and* APPOINTMENTS.

ALDHAM, Capt. 343
Allen, Mr. 86
Allen, Mr. John, 86
Aplin, Rear-Adm. Peter, 343
Argles, Capt. G. 86
Aylmer, Capt. John, 343
Ayscough, Capt. 493
Ayscough, Lieut. G. J 493
Baile. Lieut. G. B. 86
Baird, Dr. 493
Baker, Lieut. 175
Ball, Major G. 86
Ballard, Captain V. V. 86
Barron, Ensign, 86
Barrow, Mr. J. 421
Bayley, Capt. T. 86
Bayley, Mr. 421
Bazeley, Vice-Adm. John, 342
Bell, Mr. 421
Bennett, Capt. W. H. 86
Berkeley, Rear-Adm. Hon. George, 343
Bertie, Capt. Albemarle, 343
Bevan, Captain, 343
Bickerton, Rear-Adm. Sir Richard, Bart. 343
Binks, Major W. 86
Bishop, Mr. C. 493
Bissell, Captain, 262
Blamey. Captain, 343
Bligh, Vice-Adm. Richard Rodney, 342
Bligh, Capt. W. 420
Bluett, Lieut, 343
Boger, Captain Rich. 343
Booth, Capt. W. 493
Bourmaster, Vice-Admiral John, 342
Bowater, Capt. Edward, 343
Bowen, Rear-Adm. Geo. 343
Boys, Capt. C. W. 262
Brabason, Captain, 420
Braid, Lieut. 421
Breton, Capt. John, 493
Briggs, Captain, 262
Brine, Rear-Adm. James, 342
Brown, Vice-Adm. John, 342
Buckle, Captain, 420
Burgess, Lieut. 175

Burke, Mr. 86
Burlton, Capt. G. 493
Burlton, Lieut. 493
Burney, Capt. James, 493
Bush, Lieut. W. 421
Butt, Capt. 493
Calder, Rear-Admiral Sir Robert, 342
Caldwell, Adm. Benjamin, 342
Calmady, Vice-Adm. Cha. Holmes, 342
Campbell, Rear-Adm. Geo. 343
Campbell, Lieut. 421
Canning, the Right Hon. George, 493
Carpenter, Lieut. 420.
Carteret, Captain, 343
Cathcart, Capt. 493
Chamberlayne, Vice-Adm. Charles, 342
Child, Rear-Adm. Smith, 342
Clay, Captain, 262
Cochrane, Hon. Captain Alexander, 343
Cochrane, Hon. Rear-Adm. A. 420
Cocks, Capt. G. 86
Coffin, Capt. 86
Coffin, Rear-Admiral, 420
Coffin, Capt. Isaac, 343
Coghlan, Capt. 493
Coghlan, Lieut. 420
Colby, Capt. D. 262
Cole, Capt. C. 493
Cole, Mr. 421
Collingwood, Rear-Adm. Cuthbert, 342
Collins, Mr. 420
Colpoys, Sir John, 420
Colquit, Captain, 343
Cornwallis, Hon. Admiral William, 342
Cotton, Vice-Admiral Sir Charles, 342
Creswell, Major J. 86
Cromwell, Rear-Admiral Henry, 343
Curtis, Admiral Sir Roger, 342. 493
Cutlipp, Lieut. 493
Dacres, Captain B. 175
Dacres, Rear.Adm. James Richard, 343
Darby, Captain Hen. d'Esterre, 343
Davis, Capt. 493
Deans, Rear-Adm. Robert, 342
D'Esterre, Capt. Lieut. 175
Dickinson, Mr. Will. 420
Digby, Captain H. 175
Dixon, Captain M. 420
Dod, Vice-Adm. Edmund, 342
Domett, Captain Will. 343
Domett, Rear-Admiral, 420
Douglas, Vice-Adm. John Leigh, 342
Douglas, Rear-Adm. James, 343
Douglas, Rear-Adm. Billy, 343
Douglas, Captain Sir William Henry, 343
Downman, Capt. 86
Drury, Capt. Thomas, 343
Drury, Capt. Will. O'Brien, 343
Duckworth, Rear-Adm. Sir John Thomas, K. B. 342
Duff, Capt. 420. 493
Durham, Capt. 86
Edwards, Rear-Adm. Edward, 343
Edwards, Rear-Admiral Sampson, 343
Elliott, Col. G. 86
Elliott, Hon. Capt. G. 86
Elliott, Capt. 343
Essington, Capt. Will. 343
Evans, Captain, 86
Fairfax, Rear-Admiral Sir William George, 343
Farquhar, Captain, 86
Faulknor, Capt. Jonathan, 343
Fayerman, Captain, 262
Ferguson, Rear-Adm. John, 343
Fielding, Captain, 420
Fish, Rear-Adm. John, 343
Fletcher, Colonel J. 86
Foote, Captain, 86
Foote, Captain C. 421
Fortescue, the Hon. Capt. M. 493
Frazer, Capt. 493
Full, Mr. G. W. 421
Gambier, Vice-Adm. James, 342. 419
Gardner, Hon. Capt. F. 420
Garlies, Lord, 493
Garth, Lieut. T. 262
Gibson, Capt. J. 493
Godfrey, Mr. 175
Gosselin, Capt. 175. 420
Gould, Captain, 420
Gower, Rear-Admiral Sir Erasmus, 342. 421. 493
Græme, Vice-Adm. Alexander, 342
Graham, Captain, 421
Graves, Rear-Admiral Sir Thomas, K. B. 343
Greene, Lieut. O. B. 493
Gregory, Capt. C. M. 262
Gregory, Capt. 343
Greville, Capt. W. F. 493
Grey, Hon. Capt. 86. 420
Grey, Capt. George, 420
Hallowell, Captain, 420
Hamilton, Vice-Adm. Cha. Powell, 342
Hardacre, Mr. J. A. 420
Hardacre, Captain, 420
Hardinge, Captain, 343
Harvey, Vice-Admiral Sir Henry, 342
Harvey, Mr. E. 493
Hawke, Capt. 493
Hawtayne, Lieut. 493
Henry, Vice-Admiral John, 342
Herbert, Capt. E. 493
Heron, Captain Sir Harry, 493
Herriott, Lieut. 175
Holloway, Rear-Adm. John, 342. 420
Hope, Capt. W. 175. 262
Hughes, Capt. Charles, 493
Humphries, Capt. 86. 420.
Hunt, Captain, 175
Hurd, Capt. 493
Jackson, Lieut. J. 86
James, Captain, 420
Janverin, Captain, 421
Jervis, Captain R. 420
Iggulden, Capt. J. 493
Inglis, Rear-Admiral John, 343
Johnson, Mr. W. V. 420
Jones, Capt. T. 262. 343
Jones, Capt. C. 493
Kempe, Rear-Adm. Arthur, 342
Kempt, Captain, 421
Kempthorne, Rear-Admiral James, 343
Keppel, Vice-Adm. George, 342
King, Capt. R. 175
King, Lieutenant, 420
King, Hon. Capt. 420

Kingsmill, Admiral Sir Robert, 342
Kittoe, Capt. W. H. 420
Kittoe, Capt. E. 421
Knight, Rear-Adm. John, 343
Knowles, Rear-Adm. Sir Charles Henry. 342
Laforey, Capt. Sir F. 420
Langford, Capt. 420
Layman, Lieut. 262
Lecale, Rear-Adm. Right Hon. Charles Lord, 342
Lock, Capt. 420
Losack, Capt. W. 86. 420
Louis, Capt. Thomas, 343. 420.
Lucas, Lieutenant, 175
Luke, Capt. W. 420
Lyne, Lieutenant, 262
M'Donald, Lieutenant, 175
M'Douall, Rear-Admiral Robert, 343
M'Guire, Capt. 86
Mackay, Capt. 493
Mackeller, Capt. 493
Mackenzie, Vice-Admiral Thomas, 342.
M'Namara, Capt. 262.
Malcolm, Capt. P. 86
Man, Vice-Adm. Robert, 342
Manby, Mr. 493
Manley, Capt. John, 343
Markham, Capt. John, 343
Martin, Capt. George, 343, 420
Mason, Capt. F. 86
Mason, Lieutenant, 86
Master, Capt. 86. 420
Maurice, Lieut. J. W. 420
Meik, Lieut. 343
Melville, The Right Hon. Henry Viscount, 419
Milbanke, Capt. R. 493
Miller, Capt. A. 262
Mitchell, Vice-Admiral Sir Andrew, 342
Mitchell, Lieut. 420
Montague, Rear-Adm. Robert, 343
Moriarty, Rear-Adm. Sylver. 343
Morris, Capt. J. N. 420
Morrison, Capt. J. 262. 343
Mowbray, Capt. 86
Murray, Capt. George, 343. 420
Murray, Capt. Robert, 343
Napier, Lieut. 493
Neale, Sir Harry, Bart. 419. 493
Nelson, Right Hon. Vice-Adm. Horatio Viscount, 342
Neve, Capt. 420
Newman, Capt. 493
Northesk, Capt. the Right Hon. William Earl of, 343
Nugent, Vice-Adm. Charles Edmund, 342
O'Brien, Capt. R. 420
Ommanney, Capt. 421
Onslow, Admiral Sir Richard, 342
Orde, Vice-Adm. Sir John, 342. 493
Ormsby, Lieut. 421
Osborn, Capt. Samuel, 343
Paget, the Hon. Capt. 493
Pakenham, Rear-Admiral John, 342
Pakenham, Hon. Rear-Admiral Thomas, 342
Palmer, Capt. George, 343
Parker, George, Esq. 86
Parker, Admiral Sir Hyde, 342
Parker, Vice-Adm. Christopher, 342
Patton, Vice-Adm. Philip, 342. 420
Pellew, Capt. 86. 420
Pellew, Capt. Sir Edward, Bart. 343. 420
Pellew, Lieut. 420
Pelly, Capt. 86. 343
Peyton, Capt. J. 420
Phillip, Rear-Adm. Arthur, 343
Pickford, Lieut. 420, 421
Pickmore, Capt. 493
Pole, Vice-Admiral Sir Charles Morice, 342
Prescot, Vice-Adm. Isaac, 342
Puget, Capt. P. 175
Purvis, Capt. John Child, 343
Pyn, Capt. 420
Rainier, Vice-Adm. Peter, 342
Ratsey, Lieut. 493
Rawe, Capt. T. 493
Reynolds, Capt. G. 175
Reynolds, Capt. R. C. 420
Ridley, Lieut. 175
Roberts, Capt. 86
Ross, Lieut. 86. 175
Rowley, Capt. C. 86. 262
Rowley, Rear-Adm. Bartholomew Samuel, 343
Russell, Rear-Adm. Thomas Macnamara, 343
Russell, Capt. J. 420
Samber, Capt. James, 493
Saumarez, Rear-Adm. Sir James, Bart. and K. B. 343
Saunders, Capt. G. 262
Savage, Rear-Adm. Henry, 343
Sawyer, Capt. 420
Sayes, Mr. 175
Schomberg, Capt. C. M. 262
Searle, Capt. 420. 493
Seymour, Capt. S. 262
Sheriff, Capt. 493
Shortland, Capt. T. G. 420
Shugar, Mr. 493
Slade, Capt. 493
Smith, Commodore Sir William Sydney, 343. 420
Smith, Rear-Adm. Edward Tyrrel, 343
Smith, Capt. Lord W. 493
Spence, Lieut. D. 420
Spence, Lieut. T. 421
Spranger, Capt. 493
Spry, Vice-Adm. Thomas, 342
Standfield, Capt. 262
Stanhope, Rear-Adm. Hen. Edwin, 343
Stephens, Sir Philip, Bart. 419
Stevenson, Adjutant, 86
Steward, Mr. 175
Stewart, Capt. 493
Stirling, Capt. 86
Strachan, Capt. Sir Richard John, Bart. 343. 420
Strack, Lieut. M. A. N. de, 493
Sullivan, Mr. J. 175
Sutton, Capt. John, 343. 420
Swiney, Vice-Admiral William, 342
Taylor, Rear-Admiral Tho. 342
Thomas, Capt. R. 86
Thomas, Rear-Adm. John, 342
Thompson, Mr. 420
Thornborough, Rear-Adm. Edward, 343

Tower, Capt. 420
Towry, Capt. 420
Trollope, Rear-Adm. Sir Thomas, 343
Troubridge, Capt. Sir Tho. Bart. 343
Trounsell, Mr. 493
Vance, Mr. 175. 262
Vashon, Capt. James, 343. 420
Warren, Rear-Admiral Sir John Borlase, Bart. and K.B. 343
Watson, Capt. J. 493
Wells, Capt. Tho. 86. 343
West, Rear-Adm. Thomas, 343
Western, Capt. 420
Whitaker, Lieut. 421
Whitby, Capt. 175
White, Capt. 493
Whitshed, Rear-Adm. Ja. Hawkins, 342
Wicky, Rear. Adm. John, 343
Williams, Capt. Sir T. 420
Wilson, Rear-Admiral Geo. 342
Wilson, Mr. T. 420
Wodehouse, Hon. Captain, 343
Wolley, Capt. J. 420
Wolseley, Capt. Will. 343
Young, Colonel J. 86
Young, Vice-Admiral Sir George, 342
Young, Vice-Adm. Will. 342
Young, Admiral, 421

INDEX TO THE MARRIAGES.

BOWDEN, Lieut 87
Bowen, Lieut. C. 493
Chambers, Lieut. David, 421
Curry, Capt. Richard, 175
Davis, Mr. Richard Longfield, 87
Drury, Lieut. 175
Feilding, Capt. Charles, 421
Glynn, Capt. H. R. 493
Guyon, Lieut. 493
Hotham, Capt. W. 493
Ireland, Lieut. J. 421
Katon, Capt. 263
Martin, Capt. G. 343
Maurice, Lieut. F. M. 175
Milne, Capt. D. 421
Mould, Lieut. T. 493
Ommanney, Capt. H. M. 263
Osborne, Capt. 87
Saumarez, Mr. R. 493
Smith, Lieut. 87
Stedman, Capt. 493
Tobin, Capt. 493
Warren, Capt. 263
Williams, Lieut. C. D. 87
Wolley, Capt. Thomas, 343
Wynne, Capt. 263

INDEX TO THE OBITUARY.

ADAM, Mr. 494
Berkely, Capt. V. C. 421
Boger, Captain Coryndon, 421
Boyd, Lieut. W. 494
Britain, Mr. J. 494
Burdwood, Mr. J. 494
Butt, Captain, the Infant Daughter of, 263
Butterfield, Capt., the Lady of, 263
Camelford, Lord, 263
Carr, Lieut. 263
Chambers, Mr. W. 494
Cole, Mr. Martin, 494
Dalmer, Rev. H. 87
Davers, Capt. 87
Dixon, Capt. Charles, 494
Dixon, Capt. J W. T. 94
Domett, Lieut. 494
Durell, Capt. Thomas, 494
Epworth, Rear-Adm. 263
Evans, Lieut. 494
Fitzgerald, Capt. 494
Gouch, Lieut. Samuel, 494
Gregory, George, 175
Hallam, Lieut. Edw. 494
Hallum, Rear-Adm. Tho. 344
Herring, Capt. 175
Hills, Capt. 344
Hire, Lieut. George, 494
Holmes, Lieut. 494
Hudson, Capt. 87
Johnstone, Capt. Rob. 494
Johnston, Lieut. James, 87
Jones, Mr. Joseph, 494
King, Mrs. Elizabeth, 87
Langston, Lieut. Jos. 263
Larcom, Capt. Tho. 494
Leake, Lieut. W. J. M. 494
Lion, Mr. T. 494
Livisey, Lieut. Tho. 494
Mackenzie, Captain Simon, 494
Marshall, Lieut. 494
Marshall, Mr. Charles, 87
Melhuish, Mr. John, 494
Mitford, Capt. H. 494
Mudge, Mr. J. 175
Murray, Lieut. 494
Neville, Lieut. Sam. 494
O'Brien, Capt. E. 175
Otway, Capt. the infant Son of, 263
Parker, Vice-Adm. Christopher, 493
Peers, Capt. 494
Raner, Mr. J. P. 494
Retalick, Lieut. 87
Richards, Lieut. Salmon, 494
Rooke, Lieut. N. 494
Saradine, Mrs. 421
Schomberg, Cath. Anna, 87
Schomberg, Sir Alex. 344
Scott, Capt. M. H., the Infant Son of, 494
Sheppard, Mr. A. 494
Shove, Mr. E. 494
Snow, Miss, 344
Stedman, Lieut. G. W. 494
Strong, Mr. 87
Symes, Lieut. Benjamin, 494
Tahourdin, Capt. Will. 494
Thompson, Mr. J. 494
Touche, Lieut. de la, 494
Wilson, Lieut. Charles, 494

END OF THE ELEVENTH VOLUME.

Printed by I. Gold,
Shoe Lane

University of California
SOUTHERN REGIONAL LIBRARY FACILITY
305 De Neve Drive - Parking Lot 17 • Box 951388
LOS ANGELES, CALIFORNIA 90095-1388
Return this material to the library from which it was borrowed.

For

A 000 438 207 3

PLEASE DO NOT REMOVE
THIS BOOK CARD

THE·LIBRARY·OF·THE·UNIVERSITY·OF·CALIFORNIA·LOS·ANGELES

University Research Library

CALL NUMBER V 1 N221
VOL 11
PT
COP
AUTHOR /NAVAL CHRONICLE

IBM J95993

Uni